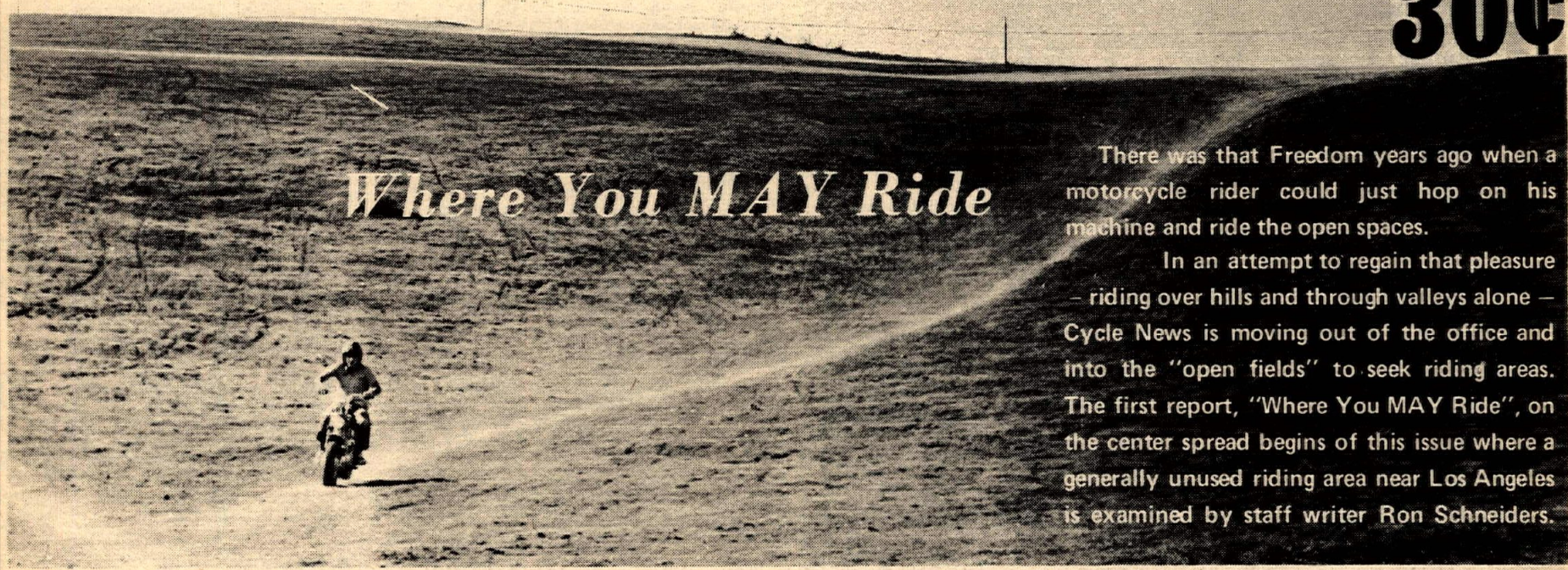
VOLUME VIII NUMBER 2 January 26, 1971 PRICE THIRTY CENTS

Cycle News WEST

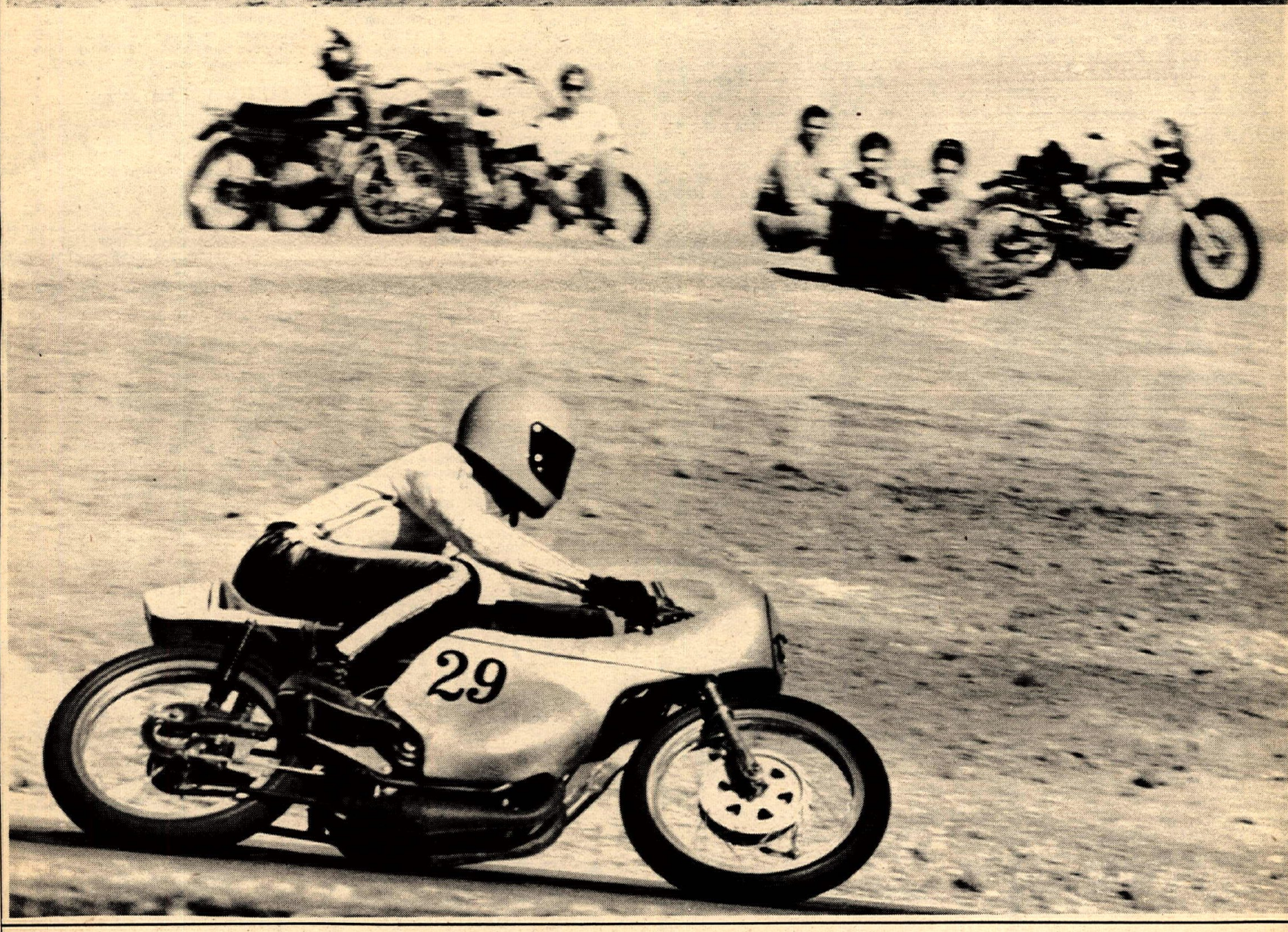
30¢



Where You MAY Ride

There was that Freedom years ago when a motorcycle rider could just hop on his machine and ride the open spaces.

In an attempt to regain that pleasure – riding over hills and through valleys alone – Cycle News is moving out of the office and into the "open fields" to seek riding areas. The first report, "Where You MAY Ride", on the center spread begins of this issue where a generally unused riding area near Los Angeles is examined by staff writer Ron Schneiders.



Sunday was a beautiful day for racing, or just to ride out and watch, as we see both pursuits happening in this photo taken at Willow Springs by Dennis Greene.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90801
(213) 427-7433

Newspaper

CYCLE NEWS GRAPHICS

regularly scheduled events

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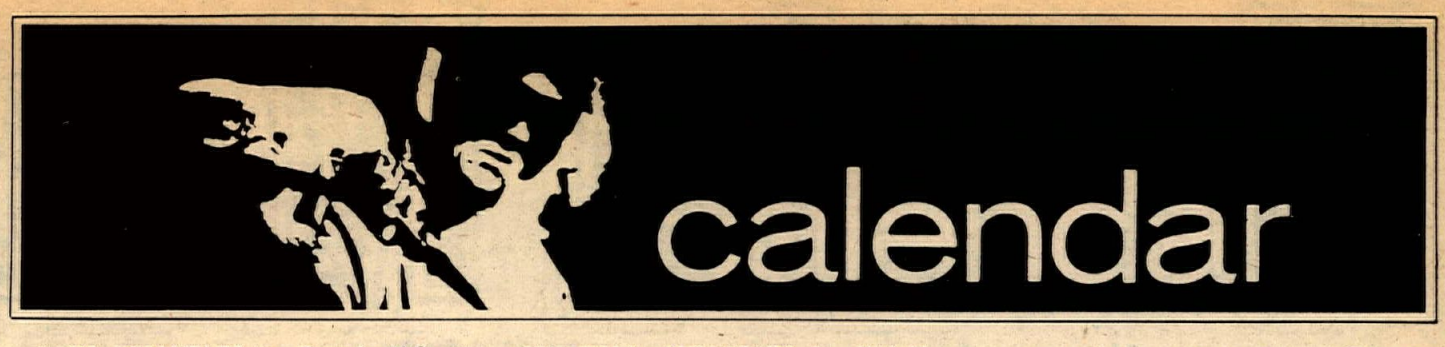
EVERY SATURDAY
MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY
TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUNDAY OF EVERY MONTH
Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Info – (714) 247-7473 (eves.)

A.M.R.A. MINI-BIKE RACES 1st AND 3rd SUNDAY OF EVERY MONTH at Indian Dunes
Classes by age and horsepower. $2.50 entry fee to members, $3.00 to non-members. Sign-up opens at 8:00 a.m., practice 9:00 a.m., 1st race 10:00 a.m. – (805) 259-8000.



FRIDAY, JAN. 22

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 p.m. 1st race at 7:30 p.m. Info: (213) 923-9132.

SATURDAY, JAN. 23

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Ca. M/B Assoc.

SUNDAY, JAN. 24

CMC MOTOCROSS at Claude Osteen Bike Park in Steen's Metisse Tr[illegible] MX Series. Off Hwy. 71 in Pomona follow signs from Dudley St. $5 mail entry to CMC, Box 1402, Costa Mesa, Calif. 92626 closes five days before event. $[illegible] post. Signup closes at 9:30, race at 10. NO POST ENTRY

MOTOCROSS by ACA at Saddleback Park. $5 mail entry plus $1 class fee to ACA, 106 N. Claudina Suite 312, Anaheim, Cal., 92805 closes Jan. 12. Post $5. Pits open at 8 a.m., race at 10:30. All Jr/Inter/Sr. classes. Riders must have 1971 ACA license and 3 No. plates. Info: (714) 774-3222.

HARE SCRAMBLES by Cascade M.C. at Bend, Oregon, 20 mi. E. of Bend on Hwy 20, follow signs. COMA sanct. $5 entry. Pract. Sat. on 20-mile course, isngup Sun. morning, race at 11. 125/250/Open. Info: (503) 382-5759.

SCRAMBLES by Salinas Ramblers M.C. at Crazy Horse Canyon Rd., 12 mi. N. of Salinas on Hwy 101. $2 admission, 50 cents under 12. Signup 7:30-10, pract. 8-10, race at 11. All classes 100-Open. AMA sanct. Info: (408) 422-9809, 424-9611.

MOTOCROSS by Feather River M.C. at Marysville, Cal., under "E" St. Bridge, AMA sanct. 3 No. plates required. $2 to watch, $4 to ride, late signups $5. Signup & practice 7-10, race at 10:30. Trophies, prizes, Mini Moto. Info: (916) 742-7785, 743-5282.

ENGLISH TRIALS by SDTR at Barona, limed from 11th St. in Ramona. All classes. Signup at 8:30, start at 10. Spark arresters a must; camping area. Info: (714) 278-3466.

TRIALS by Rocky Mountain Trials Assn. at Milliken, Colo. Nov. at 11, Ex. at 1:30. $3 entry, RMTA members $2. Info: (303) 355-7033.

MOTOCROSS by HRA at Huntington Beach Cycle Park. $3 post entry only, must have 1971 HRA card or don't race. No mail entry, HRA card costs $1.50; P.O. Box FA, Westminster, Calif.

EUROPEAN SCRAMBLES by Lost Coyotes limed from Red Rock Canyon. $3.25 entry. AMA sanct., Dist. 37 pts. 2 courses, Nov & Am/Ex; start times 10, 11 and noon for Ltwt. & Hvywt. repsectively. Info: (805) 942-2142.

SCRAMBLES by Westside Eagles at La Grange Rodeo Gnds., 32 mi. E. of Modesto on Hwy. 132. Signup 9-11, practice 10-10:30, race at noon. Info: (209) 532-2426.

ENDURO by CERA limed from Hwy 60, 10 and 195 East of Indio. 2 loops, 90 mi., recommended for class C riders. Entries open Jan. 1, $6, $5 for CERA members, $1 additional per team rider (mailed together) to CERA, Box 2102, Cypress, Cal. 90630 along with 2 self-addressed, stamped envelopes. Drawing for No. Jan. 18 at 6161 Lincoln Ave. (rear) Buena Park at 8 p.m. First rider out at 7:01 a.m.

EUROPEAN SCRAMBLES by Coalinga Trail Trotters at Pleasant Valley Raceway, limed from Coalinga & Hwy 33, 8 mi. E. of Coalinga. AMA sanct. $3 mail to Box 414, Coalinga, Cal. Signup 8-10, race at 10:30. All classes, camping OK. Info: (209) 935-1757, 935-3311.

DESERT SCRAMBLES by IVMC limed from Interstate 8 & Dunaway Rd. AMA sanct., Dist. 38. $3.50 entry. Riders meet at 9:30, race at 10.

EUROPEAN SCRAMBLES by Highsiders M.C. limed from N. Jeff[illegible] St. Overpass and Interstate 10, W[illegible] of Indio. $3 post entry. Signup & p[illegible] 8-9:45, race at 10. Trophies to all classes. Info: (714) 347-6588. From Jan. 31

MONDAY, JAN. 25

INDOOR SHORT TRACK at Madison Square Garden in New York City. Tickets from Yamaha International. Races begin at 8 p.m. (EST). Info: (213) 685-5135.

FRIDAY, JAN. 29

AMA TT NATIONAL, Indoors, at the Houston Astrodome in Houston, Texas.

SATURDAY, JAN. 30

AMA FLAT TRACK NATIONAL, Indoors, at the Houston Astrodome in Houston, Texas.

SUNDAY, JAN. 31

MOTOCROSS by HRA at Huntington Beach Cycle Park. $3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs $1.50; P.O. Box FA, Westminster, Calif.

ROYAL RUN, 3rd annual, by Majestics M.C. of Norwalk, Cal. Info: (213) 863-9233, 336-5249, (714) 595-8489.

BENEFIT SCRAMBLES by Hi Hats M.C. of Martinez at the historic Martinez waterfront. Signup 9-10:30, race at 11:30. $2.50 donation to ride or watch; proceeds to six injured little girls medical fund.

MOTOCROSS by Cyclesports Inc., 33 mi. N. of Houston on Interstate 45 & N. bank of San Jacinto R. Take Camp Strake-Gorgan Rd. Exit W. to park entrance. $5 entry to 2121 Harold, Houston, Tex. 77006. 250 Ex. feature moto, 250/Open Jr. support classes. $600 purse. Race at noon. Info: (713) 523-3741.

CMC NORTH MOTOCROSS at Oak Tree Motocross Track, limed from Nash Rd. & Cienaga Rd., Hollister, Cal. $5 mail entry to P.O. Box 1451, Santa Cruz, Cal., 95060, closes Jan. 26. $15 post. Cash to Sr., trophy to Jr. Signup 7:30-8:30, pract. 8:30-9:15, race at 9:30. Info: (408) 335-4292.

HILL CLIMB/DRAG RACE at Carnegie Cycle Park, weather permitting. $2.50 to ride, $2 to watch, $2 parking, $1.50 minis. Info: (415) 228-5676, 581-1256.

HARE & HOUND, 21st Annual Moose Run, by Four Aces M.C. limed from Wagon Wheel Cafe on Hwy. 14 N. of Mojave. AMA sanct., Dist. 37 pts. $4.25 entry, signup Sat. 3-7 p.m., Sun. 7 a.m. Am/Ex. start at 10, Nov. 10:15. Info: (213) 845-2788.

ENSENADA 500 by CMC at Ensenada, Baja, Mexico. Mail entry only $5 to CMC, Box 1402, Costa Mesa, Cal. 92626. No post. No practice Sat., but camping available. $500 guaranteed purse.

ROAD RACE by ACA at Carlsbad Raceway. $8 mail entry plus $1 class fee to ACA, 106 N. Claudina Suite 312, Anaheim, Cal., 92805 closes Jan. 26. $15 post. Pits open at 8, racing at 10:30. All Jr. & Sr. GP and Prod. classes. Riders must have 1971 ACA license. Info: (714) 774-3222.

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. $3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

CUSTOM M/C SHOW at the Great Western Exhibit Center. Take Santa Ana Fwy (Interstate 5) to Atlantic Ave. south. $1.50 admission, scouts and servicemen free. Opened 9-9.

SAT. & SUN., FEB. 6-7

LAGUNA SALADA 200 for m/c & cars by Baja Racing Assn., "On the Sunny Side of Baja", starts 25 mi. W. of Mexicali, B.C. on Mexico Hwy 2. M/C on Sat., start at 8 a.m. 125/250/Open. 2 100-mile laps. $100 entry, 40% purse of receipts to winner. Mail entry to Bill Martin, Baja Racing Assn., Box 1803, Calexico, Cal. Starting position by receipt of entries.

PONDEROSA HARE SCRAMBLES by Greyhounds M.C., starts 15 mi. E. of Lancaster on Ave. "J". 10 a.m. start. 40% trophies to trail, 125 and Open plus contingencies. Info: (213) 367-2907.

SUNDAY, FEB. 7

TT RACES by Nomads M.C. 2 mi. E. of Sierra Vista, Ariz. $1.50 admission, $2 entry. 100/125/250/Open – Ex/Nov. Minibikes. Signup at 8, practice 10, race noon. Info: (602) 458-4026.

GOLD RUSH ENDURO by Prospectors M.C. with start/finish 15 mi. N. of Mojave on Hwy 14 at Tokiwas Cinco Station. 100 miles, first rider out at 7:01 a.m. $5 mail entry to Earl Wilson, 1547 W. 219th St., Torrance, Cal. 90501. Drawing Jan. 14, closes Feb. 3. $1 extra per team member (3 make team). $7 post. 2 self-addressed, stamped envelopes sent with entry. Info: (213) 328-5214.

SAWMILL ENDURO by North Bay M.C. at Upper Lake, Cal. AMA sanct. Mail $5 entry to Max Hurlburt, 2283 W. Hearn Ave., Santa Rosa, Ca. 95401 begins Dec. 1, closes Jan. 23. Number drawing Jan. 4 at clubhouse, 2286 Woolsey Rd., Fulton, Cal. $6 post, $3 additional for team (3 riders). AMA sanct., AMA numbers a must. Info: (707) 542-0287.

SCRAMBLES by Westside Eagles at La Grange Rodeo Gnds., 32 mi. E. of Modesto on Hyw. 132. Signup 9-11, practice 10-10:30, race at noon. Info: (209) 532-2426.

ICE RACING by Harry's Roamers of Denver at Thorn Lake on Hwy 119 between Blackhawk and Rollinsville. Signup closes at 10:30, race at 12:30. $2 entry, SRAC points. 125/175/250/Open – 3rd wheel 125/Open. No chains or studded tires. Info: (303) 233-6764, 233-3795. *(Please turn to pg. 22)*

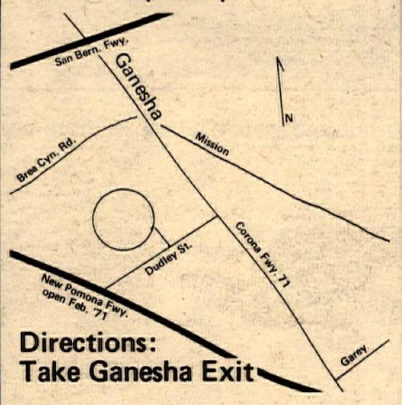
NOW AT SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

$3.00 Admission
$2.00 Minis
SADDLEBACK PARK

Miles of Trails
Acres of Fun

BOX 2455, Orange California 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

now open
Claude Osteen motor bike park in POMONA
ride on 200 acres of rolling hills
ride the Motocross Course
CMC Motocross
Jan. 24th (series)



Directions:
Take Ganesha Exit

8-5 Sat-Sun. & Holidays
1:30-5 Weekdays, Closed Thursdays
Admission: $1.50 per motorcycle & Mini Cycle
$1.00 Per Mini Bike
.50 Per person +10% tax
for info.: write 610 Cherry St., Brea, Ca. 92621

RIDE WITH THE BEST
RIDE CMC EVENTS
MOTOCROSS
NO POST ENTRIES AT SERIES EVENTS ONLY

Jan. 24th Osteen Park (series)
Jan. 31st 2nd Annual Ensenada "500"

– RAIN or SHINE –
3# Plates Req.
Gates open at 7:30 a.m., racing at 10:00 a.m.
CMC MEMBERSHIP REQ. $5.00
Mail Entry, $10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

JAN 31
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Great Western Exhit Center
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OAK CREEK RANCH IS COMING

american cycle association presents

R.R.	MX
JAN. 17	JAN. 24
Willow	Saddleback
JAN. 31	JAN. 31
Carlsbad	Carlsbad
	ACA course

For further info. see calendar or phone ACA office 10-6 M-F (714) 774-3ACA

What's That Again...?

If you find yourself saying things like that now and again, you might be going slowly deaf. Deafness is something that we usually associate with older people, but it's actually no respecter of age.

To get right to the point, if you spend a lot of your time around competition motorcycles, it would be surprising if you were not going slowly deaf. Each time a person is exposed to noise in excess of a certain decibel figure, he suffers what otologists (ear specialists) call a "temporary threshhold shift." In English, this means that he loses part of his hearing. You can observe this phenomenon very spectacularly when the announcer tries to interview the winner of the Indianapolis 500 race. Invariably, the racer appears to be almost totally deaf. The same thing occurs to motorcyclists, particularly those who race motocross.

As stated, this is a temporary phenomenon. Given a little time, your hearing will slowly return to almost normal. Almost is the key word. It doesn't return completely to normal, ever. Ride enough races, and you will certainly go deaf for all practical purposes.

Some people are more susceptible to hearing loss than others. Men are characteristically more susceptible than women. The only way that you can tell how susceptible you are is to measure your hearing before and after some traumatic experience such as a cycle race. Different people will suffer different temporary losses. The permanent loss will be some small percentage of the temporary loss. One seventeen-year-old who was treated by the Otologic Medical Group, one of the country's foremost ear-specialist clinics, lost 20 db of hearing in two years racing on the desert. He started wearing ear plugs at that time, but it was too late. He won't ever hear normally again.

How much noise is damaging? Surprising little. It varies somewhat with the frequency (high frequencies are more damaging than lower one) but essentially any noise above 85 db is regarded as potentially harmful. Not long ago we measured the noise from some motorcycles at a distance of 50 feet. We measured well over 100 db at 50 feet. For one of the noisier bikes that produced 110 db at 50 feet, a simple translation can be performed to show that the noise level at 3 feet would be about 123 db. (Three feet is about the distance from the source of the noise to the rider's ear.) Assuming that the frequency range of the sound is between 100 and 1000 cps, it can be seen from the accompanying graph that, for conservation of hearing, the daily allowable exposure time is less than ½ minute!

In the above discussion we are talking about the noise issuing from the cycle being ridden. In a race there is also noise from twenty or thirty other bikes, which of course increases the hazard. If you race or attend races you should be very conscious of possible hearing damage, particularly if you start noticing a "full" feeling in your ears or if you have difficulty understanding speech.

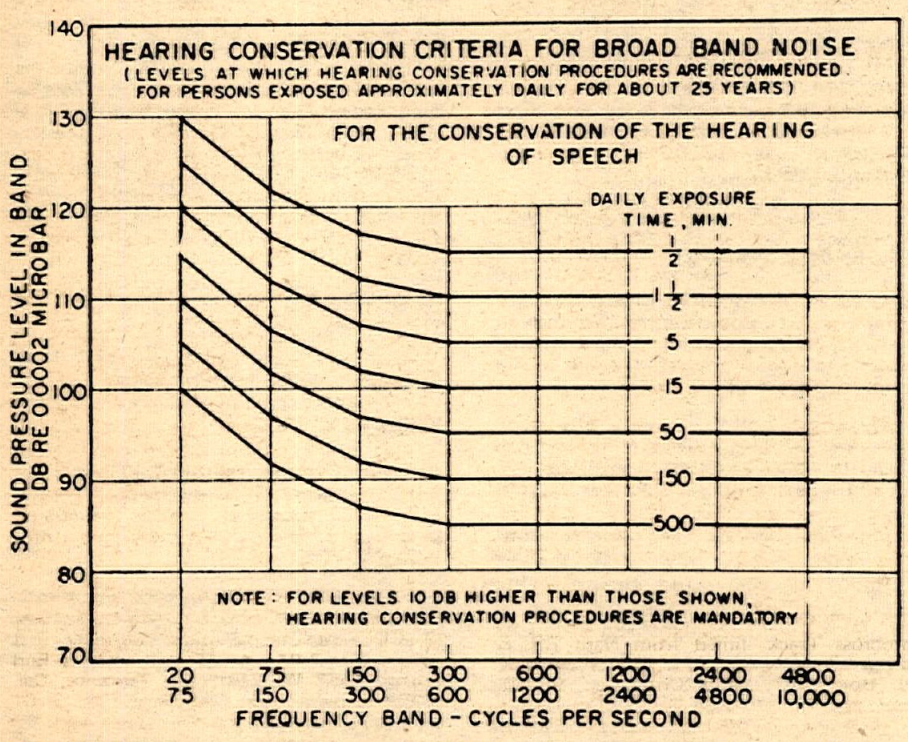
To sum up the hazard, anyone exposed to un-muffled motorcycles for any significant period of time will suffer some permanent hearing loss. Only the amount of less is open to question. The amount depends upon heredity, age, sex and the exact conditions of exposure.

To protect your hearing, several steps can be taken. First, quiet your own bike, which is the most dangerous source of sound. Next try to avoid those races where you are subject to continuous sound bombardment. In order of hazard, the most dangerous races would seem to be TT-scrambles, followed by motocross, then desert races, the drags, then enduros and finally trials.

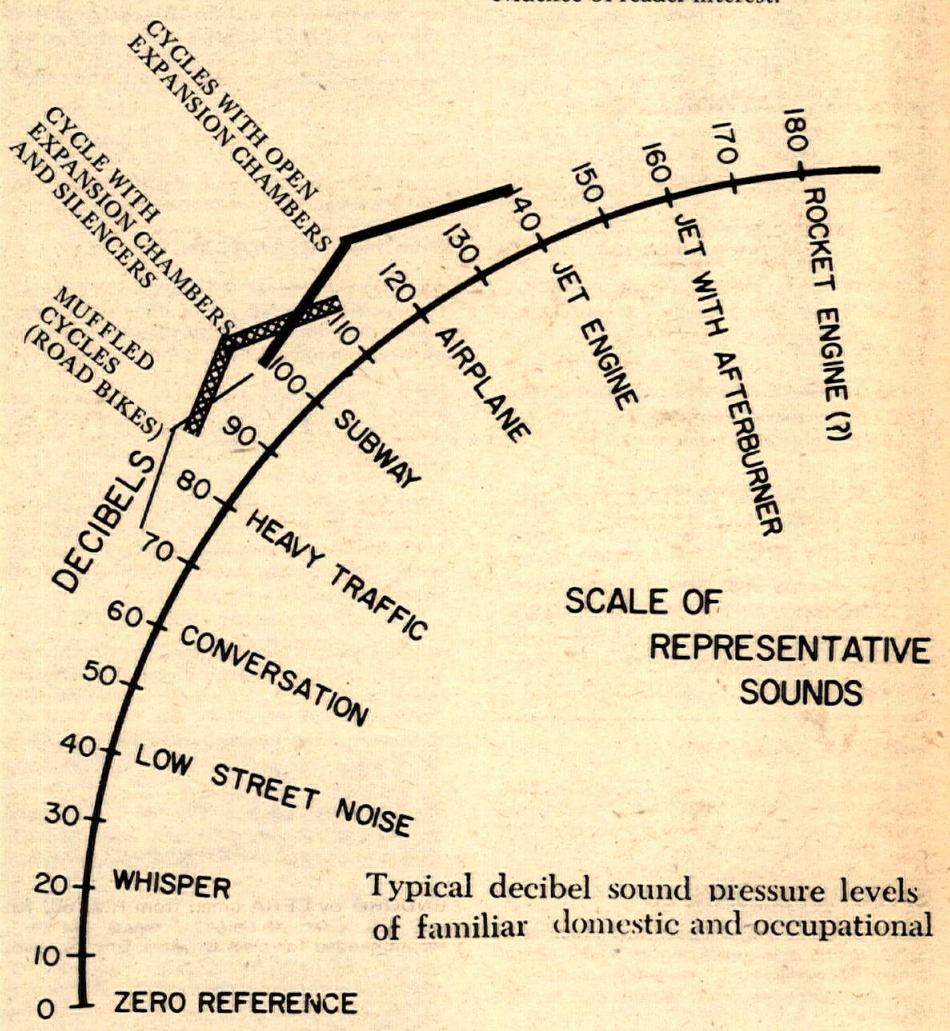
Obviously it would be to everyone's benefit to have all competition bikes quieted down somewhat. Not only would danger to hearing be decreased, but our popularity and the popularity of our sport would be increased. Begin your own friend-to-friend campaign for silencers.

If you must race in noisy events, wear ear plugs and get away from the noise as often as possible to give your ears a chance to recover. Get behind or in your truck between events, and park as far away as practical. The best ear plugs, according to Dr. Fred Linthicum of the Otologic Medical Group, are those of the Surgical Mechanical Research Company. These must be individually fitted, but they will protect your hearing from all but the very worst insult. The wax ear plugs sold in drug stores are also useful, but not as good as the fitted variety. Cotton is completely useless.

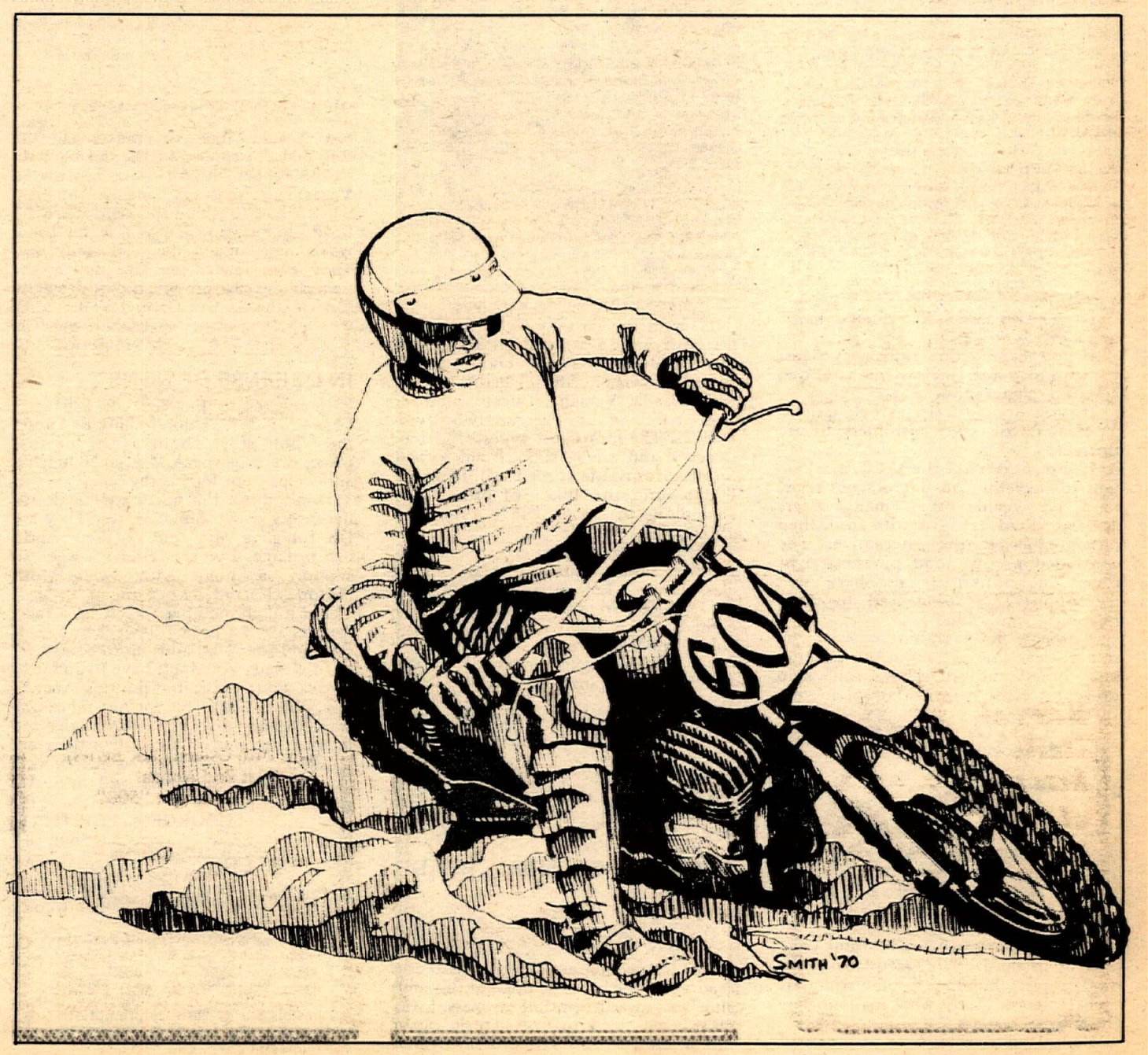
Most of the above information was supplied by Dr. Linthicum of the Otologic Medical Group. This is the same group that recently received much publicity because of their treatment of astronaut Alan Shepard for inner ear difficulties. It is derived from research projects in several sports and from industry. To date no one has measured the actual hearing loss of motorcycle racers, but we at Cycle News may do so in the next few weeks if there is evidence of reader interest.



This chart shows the amount of noise of different frequencies that can be tolerated without significant hearing loss. From the A.M.A. Archives of Industrial Health



Typical decibel sound pressure levels of familiar domestic and occupational



cycle news

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WHERE CAN I RIDE?

I would appreciate any information you may have or possibly where I might write concerning motorcycle trails open to the public in the back areas in the Southern California and adjacent areas.

Also, I would appreciate the names of any clubs that instruct on trailriding and go on excursions.

Thank you for your help in this matter.

DONALD D. KAY, D.D.S.
Monterey Park, Calif.

See next letter...Ed.

I am tired of reading about people that have no place to ride their trail bikes, or about the young kids that are starting with their Christmas mini bikes and find they have no place to go. I have a 40 acre ranch 13 miles north of Willow Springs, 10 miles west of Mojave and 10 miles south east of Tehachapi. I have enough room for overnight camping for camper trucks or trailers. How do I go about making this wonderful piece of property available to bike riders. Do I need a license to operate such a place? Do I need insurance? What is the going rate for riding privileges? Any information you can furnish would be appreciated.

CHARLES HORSTKOTTE
Huntington Beach, Calif.
Tele: 842-3651

You do not need a license to operate and insurance can be obtained through Mike Bender who advertises in our Want Ads. For something to compare with, Saddleback Park charges $3 a day...Ed.

MESSAGE FROM M.I.C.

The Motorcycle Industry Council is pleased to note that Cycle News is lending full support to the M.I.C. Associate Member Program by urging all dealers to join the M.I.C.

Even of greater importance is the backing that Cycle News is giving to the M.I.C. Land Use Committee and the problems that face the "off road cyclist" in particular.

The M.I.C. urges every motorcycle rider...every minibike rider...every dealer...every manufacturer...every distributor of exhaust system...and every editor and publisher...to join together for an immediate drive against noisy pipes.

If you own a bike, fit a quiet exhaust or park it!

If you manufacture exhaust systems, you can help lead the way by marketing new and quieter models.

If you are a dealer, stock quieter pipes — advise your customers to use them.

If this sounds like the M.I.C. is asking you to take the fun out of your sport (and we realize that many riders associate loud exhausts with fun), then please consider the alternative: The continued use of loud pipes, straight pipes, expansion chambers and megaphones can only lead to more restrictive legislation.

We may never regain some of the riding areas that we have lost to date, but quiet motorcyclcing can help prevent restrictive legislation in the future.

E.W. "PETE" COLMAN—President
Motorcycle Industry Council, Inc.

PICKING UP STEAM

We are a very concerned motorcycle shop (Suzuki, Rickman, Steens) and having read the front page of the January 20th issue, will be able to join the fight.

May we have your permission to reprint the aforementioned front page ("Crisis in the Dirt")? Our plans are to print several hundred copies and pass them out to those who may not be Cycle News readers.

Congratulations on your strong stand on this issue. You can be assured that we are 100% behind your publication, MIC and M.O.R.E. as well as our friend and customer the off road rider.

Thank you for your consideration.

RIAN J. JAMES
Pres. James, Ltd.
Costa Mesa, Cal.

Permission granted, of course...Ed.

MECHANIC FOR HIRE

Through the American motorcycle magazines, among them of course your Cycle News, I learned about the need and the demand for good motorcycle mechanics in your country.

I am looking for a job in the United States as a chief mechanic. As I am not very well informed about shops and businesses who are specialists in the field of motocross and 6-days trials, would it be possible for you to give me some names or could you perhaps make some contact for me with one of these shops specializing in my field?

I was born on July 30th, 1933. I am married and father of two children. At the moment I am chief mechanic in Amsterdam for Husqvarna motorbikes. My English and German are rather good.

H. Wendelgelst wants to work here.

I am in the motorcycle business for 20 years now. I worked on all English bikes and also German bikes are not strange to me. Further, I had lot to do with Honda, Yamaha, Ducati and M.Z.

My specialty, however, are two stroke engines. The motocross types of Maico, Greeves and since 1965 I am a well known Husqvarna specialist in Holland. I did tune the bikes of the Dutch champions in 1966, 1967, 1968 and 1969.

My own competition career sounds as follows; Dutch champion in the senior class of the F.I.M. recognized K.N.M.V. in 1964-65. In 3 and 6 days trials I earned, 1 bronze, two silver and three golden medals in International events. I have been a regular member of the Dutch 6 days team from 1961 till 1965.

Yours faithfully,
H.J. WENDELGELST
Gilles Van Ledenberchstraat 56
Amsterdam
Holland

We are printing your mailing address so that prospective employers may contact you Good Luck!...Ed.

ANOTHER COUNTRY HEARD FROM

I've been in the Far East for over 3½ years, and motocross was non-existent in California the last time I was there. Prado was the greatest track at the time and Prado was as smooth as glass. I was introduced to motocross here in Japan just a few months ago and since then have started racing an AT-1. There are several Americans racing over here and some have met with moderate success. Racing is a lot different over here than in Southern Cal. They don't charge admission for spectators so it costs the racer about $5.00 for every event he enters, and that means heats. I've never competed against any Americans on the tracks I've raced on and the Japanese contention is that these tracks are too rough. Since I race these tracks every Sunday this is pretty good for this rookie's ego. I'm also the only foreigner in my club and these guys won't let me touch my bike. They insist on doing all the work on it and that includes cleaning it. Motocross has its own extension of Japanese hospitality.

You're porbably wondering why I've enclosed a photo from your own paper. The tracks in Japan are usually pretty rocky, and riding in the back of the pack, which is my forte, gets you hit by flying rocks too frequently. I'd like to know how I could order about eight of those chin guards like the one pictured for myself and my Japanese friends. I weight 180 lbs. and the Japanese racers are all smaller than Jimmy Nicholson, so I'd also like to know if they are adjustable or if they come in different sizes.

The Japanese are very serious about their racing and now that they've produced all the world championship bikes the only thing left is for them to produce a world championship rider. As an on the spot observer, I can see this in the not-too-distant future.

SSgt. TONY M. HUEY
Tokyo, Japan

P.S. If you'd like any raw fish and rice, I'd be more than happy to send you some.

You can order standard rock catchers from Webco, Inc., since you don't have any Webco dealers in Tokyo, the part number is 1247 and the price is $5.95...Ed.

NICE GUYS, THE S.G.V.M.C.

I would like to thank all the S.G.V.M.C. people and the second main gas pit (check No. 5) in the Barstow To Vegas run, that gave me all the help when I had to spend the night there. (A little pit mix up.) They gave me food, water and loaned me a sleeping bag. They even loaned me five dollars the next day in case my pits didn't show up.

Well, thanks San Gabriel Valley M.C.

ROY FRANICH
Ridgecrest M.C.

IN DEFENSE OF NONS

In regards to Jim Grayson's "Higher Fees for Nons", I don't think he knows the whole story about us. In the first place, we pay for A.M.A. membership and we pay our fee for the race.

Don't think I'm putting clubs down, because I've gone that route. They are OK for guys with time on their hands, but not me. I work six days a week to support a home, two cars, four motorcycles and my bag, racing.

For a club member to put on a race, it takes at least three full weekends, plus gas and food. That adds up to coins!

In Nevada you don't have to go far to find a good spot, but in Los Angeles you do, at least 150 to 200 miles one way. Besides there are more clubs and members to put on races than there are dates on the calendar. I don't think a few more non-members will hurt. We pay our way.

GEORGE A. PETTIT, JR.
Simi, Cal.

MX POSTERS

I was wondering if you might know where or how I could buy good color moto-x posters.

JON ROSENTHAL
Reseda, Cal.

WE do not know of any company or individual currently in the business of making mx posters except for race promotions. It's a wide open field for anybody with the time and money to start...Ed.

NOW, ABOUT THE DESERT...

I am writing this letter to lodge a complaint about your District 37 desert coverage. As an example, I will speak of the article on the Dec. 13 Dual European Scrambles at Adelanto. Since when is a newspaper published solely for the benefit of the rider in either the Amateur or Expert class? Your article says there were over 400 entries for the day, and a real safe guess of how many Novices there were would be 60%, and yet not even the WORD Novice is mentioned in either the article or the results. One of the things every desert rider (or any other type for that matter) really looks forward to is seeing the results of his particular race and knowing who the hot riders are in his class; this can be done through CYCLE NEWS only if you print the whole desert story and at least partial results of all the classes, including Novices. What I mean to say is if you're going to cover a race, why not do just that instead of almost covering it. Up till now I have been an avid read of your publication, but, if I cannot expect decent coverage from your paper then it is no good to me. It now appears to me that somebody at your office thinks they are too good to include Novice in their coverage. I believe they rate as much as the next guy, don't you?

JACK A. MARTIN

The Novice Trail results were in error and only recently were the corrected and "Official" results released. You can find the first 20 in this class on page 20...Ed.

NO GUARANTEE

When a club belongs to District 37, they should go along with the rules which were set up by the district. Yet because District 37 Sports Committee did not approve a $15.00 entry fee (sidehacks $30.00) and other rule variances — for an up coming grand prix — this club will do it as a non-sanction event (no points).

Either a club belongs all the way or not at all — Besides $15.00 does not guarantee correct scoring.

BILL ZAREMBA
No. 25 Sidehack
Covina, Calif.

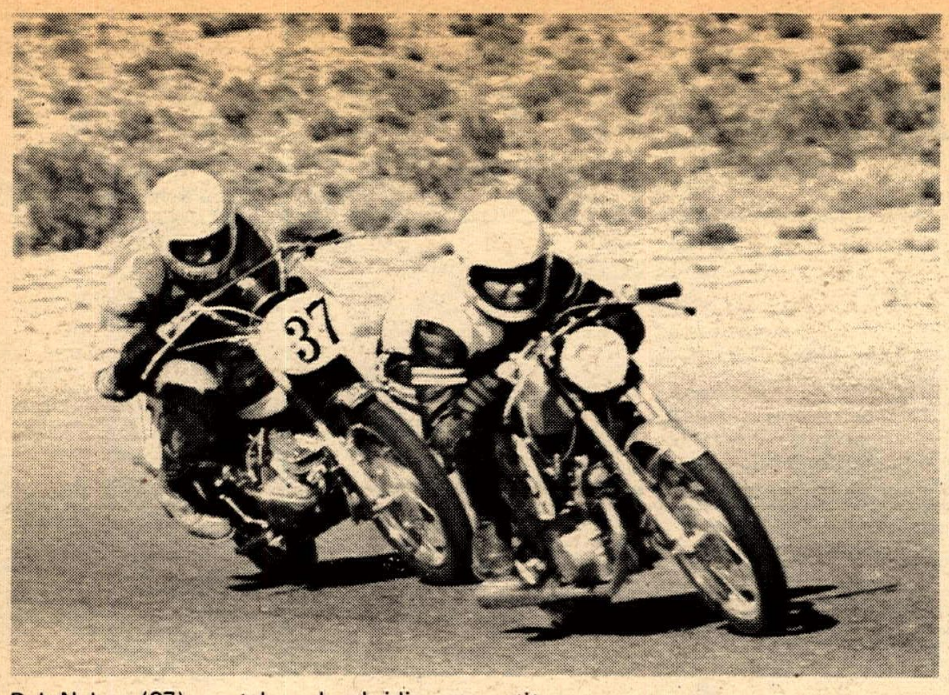
What Bill is referring to is, of course, the Elsinore Grand Prix which has in the past few weeks raised more commotion than a Texas Twister in a House of Cards. Bill is mistaken on a couple of points: The Elsinore G.P. is a sanctioned event. They (the Gripsters) have a perfectly legal, valid A.M.A. sanction. The implication that the Gripsters do not belong "all the way" to the A.M.A. or to District 37 is also out of line. What is basically at issue is the awarding of points for the race to various categories of riders. With the number of riders in the event, it is a scorer's nightmare. Each year the Gripster's have run a fine race only to find themselves covered with mud at the end because of scoring difficulties. Most of the heat is generated because of rider's concern for points. This year the Gripster's attempted to circumvent the problem by not awarding any points except desert. District 37 would not allow this, so the Gripsters exercised their perfectly legitimate option of running the event as a sanctioned but non-point event.

There were also a couple other problems to which Bill has drawn attention. The entry fee is one. It is higher than the district thinks justified. And, as he points out, the higher fee doesn't guarantee accurate scoring. It may, however, keep the number of riders down to a manageable size, which will facilitate more accurate scoring. Whether the race is worth it or not must be decided by the individual rider...Ed.

FOLLOW THE BOUNCING CHECK

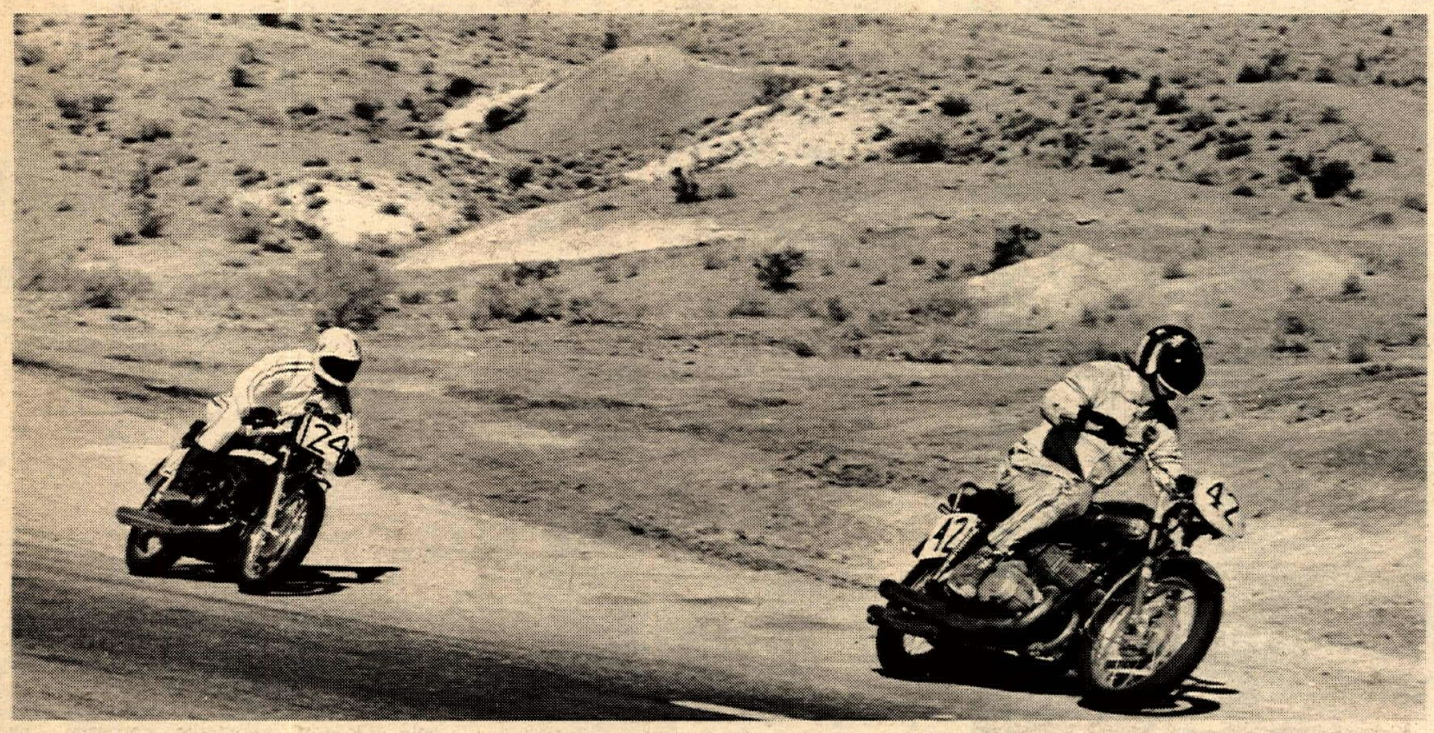
At the race held at the White Rock Cycle Park on August 30, 1970, and Sept. 1, 1970, I received a check for $6.50 winnings. The check has repeatedly bounced and I would appreciate information concerning the payment of this money.

ROBERT FULLER
1724 Minnewawa Ave.
Clovis, Cal. 93612



Bob Nelson (37) overtakes a hard riding competitor.

Talk about excitement! Road racing is fast becoming a spectator sport.



Mike Wozniak pursues Dick Kilgroe. Both were class winners.

Walt Fulton tunes his Kawa for Daytona.

$$$ CLIMB, RECORDS FALL

Story & Photos by Dennis Greene

WILLOW SPRINGS, ROSAMOND, CAL., Jan. 17, 1971 — With ideal race and weather conditions, the A.C.A. ran its first road race of the 1971 point season. There was one major change in the standard program — no heat races. This gave more time for practice and allowed more laps in each feature event.

Old track records fell in the Production and G.P. classes. John McGillivray did it, not once but twice. He went out first on his production BSA Rocket 3 and ran the fastest lap ever turned by a production bike at Willow Springs. He then went out to better the old record of Cal Rayborn, one minute, 39.6 seconds. In the G.P. class, McGillivray and his 250cc Yamaha ran a 1:39 flat and he is now the fastest in both classes.

Walt Fulton Jr. and Dave Damron put on a show in the 500cc G.P. class that had to be the highlight of the day. The lead changed several times each lap.

Nine of the ten laps went to Damron. But that all-important tenth and final lap went to Walt Fulton Jr. on his Kawasaki.

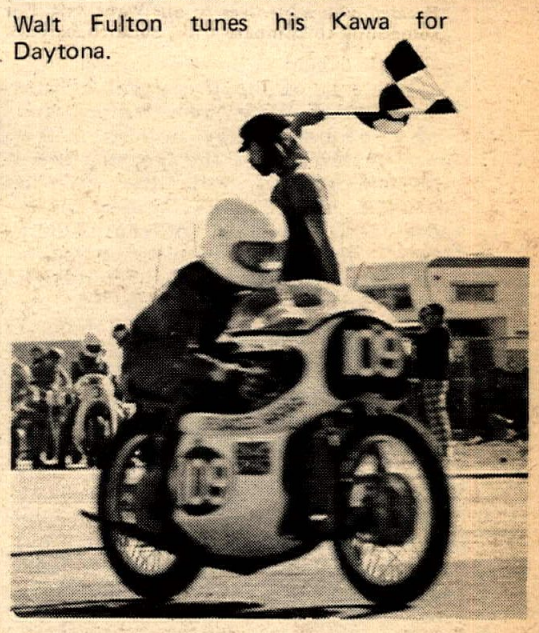
Junior G.P. classes are the hope and future of road race events. Young Wes Cooley, on a Greeves, in the 200cc G.P. class showed that spending a lifetime working with his father around motorcycle racers clicked for him. Wes won, and did it with all the class of a Senior rider.

Eastern racer Brent Thompson found the course to be quite a change, and for a new Jr. Open Class rider, Thompson did just fine for himself with the Open Class win on his BSA Rocket G.P.

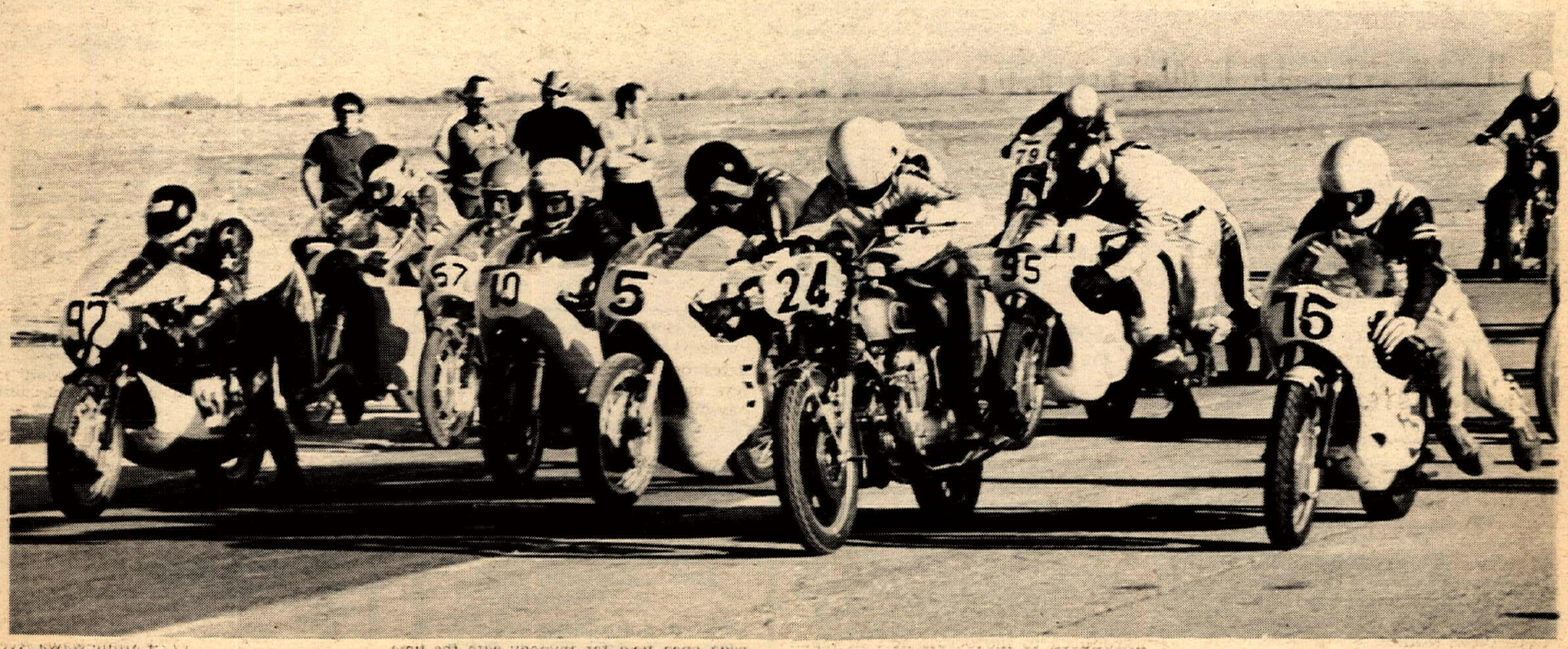
Prizw money and helmets by Premiere went to Jerry Christopher, Mike Wozniak, Dick Kilgroe and Steve McLaughlin. Top money award went to Kawasaki-mounted Walt Fulton Jr.

Today marked one more step forward for the A.C.A. to make road racing pay.

(Results on page 20)



Wes Junior takes a win.



Number 2 Tries Harder, But . . .

By Ron Schneiders

Photos by Ellen Schneiders

RED MOUNTAIN, CALIF. Jan. 17, 1971 — Whitey Martino has the Number "1" Desert plate this year, Rich Thorwaldson, the Number "2", and that's the way they finished in the second point event of the new year. It's shaping up to be quite a desert battle this year. When I walked to Thorwaldson's truck after the race and asked him how it went, he said "Second! Again!" very disgustedly. Whitey's truck wasn't more than fifty feet away. The two desert aces are more alike than they are different: Both are now Checkers, and both are one syllable responders when you ask about the race. They said the course was "Great!" They were never more than a couple hundred yards apart the whole race.

Whitey was third to the smoke bomb. "I almost ran into him," Rich grinned, and I got the distinct impression that that would not have been an altogether unpleasant event. Tom Poteet was ahead of them. "And Duffy Hambleton was already there," Whitey said "I don't know where he came from!" It was as though he was dropped from a sack in the sky. They passed him, and then Poteet (when his exhaust chamber fell off), and from then on it was their own private race. They were so intent on the competition I don't think they'd have noticed if the sky had turned bright green unless it somehow affected the race. Both Whitey and Rich mentioned one feature of the course, the downhill sandwash where Rich fell off. Rich had gotten ahead when the going got tight. "My bike turns a little better," Rich said, "I got ahead and was using those tight turns to stretch my lead when I got off. I bent my brake pedal." For them that was the end of the race. Whitey was ahead by a little and he stayed ahead.

They better get those new numbers pretty soon. Thorwaldson's 117 is almost obliterated by time and sand. Whitey's number is all right, he just needs a new motorcycle to put under it. His Husky looks like it served time in Rommel's Afrika Korps. The looks aren't what's disturbing Whitey though. His bike is 7 months old and worn out. In this race he lost 3rd gear, which came close to costing him the win. Since he's Number "1", he just gives it to a mehcanic and tells him to fix it, right? Wrong. He fixes it himself — after work — and pays for the parts as well. Don't be surprised if you hear Whitey muttering Swedish curses with a Japanese accent in the near future.

The rest of the field went a little slower than Rich and Whitey and correspondingly, they noticed a few more features. Like the fact that there was comparatively little dust, even at the start. Most people consider this an advantage, but when you can actually see all 640 starters converging on the smokebomb and you're in the middle, it gets a bit scary. Most of the time the field is enveloped in dust and you don't see more than two or three bikes at a time.

The first loop started east in almost a straight line, going out toward Christmas Canyon. It then swung on south toward the Lava Mountains, going quite a ways before finally turning back north-west to return to the pits. The downhill sandwash that Rich and Whitey talked about was in the beginning of this last leg. Coming down out of the Lava Mountains they pitched into a tight arroyo from a steep, rocky downhill. The sides were steep and still had quite a bit of snow just off the trail. For the most part the going was smooth and the turns were the swooping kind where you could ride high up on the bank and then shoot off into the bottom. You could get going very fast, but there were rocky sections right in the bottom where you crossed and these were dangerous if you got going too fast. This same wash or canyon or whatever you want to call it was used in the Jackass Enduro this past November, but it was quite different now because of the snow. Before, it was dry and slippery. Now it was moist with great traction.

The second loop was shorter, faster and easier than the first. It was only 27 miles long as opposed to 42 miles for the first one. Both loops contained an abundance of rocks which took a pretty good toll of rims and running gear, to say nothing of skin. Everyone I talked to thought it was a really good course. This is unusual. Almost always you can find someone who didn't like it, but not today. The same was true for the course marking and the general handling of the run. Just absolutely no complaints. The San Bernardino M.C. had many of its members out on the course with flags making sure that the riders didn't miss a sharp turn, helping them across the

The incredible Terry Clark wails through the pits on his Harley Baja. He was Trailbike winner.

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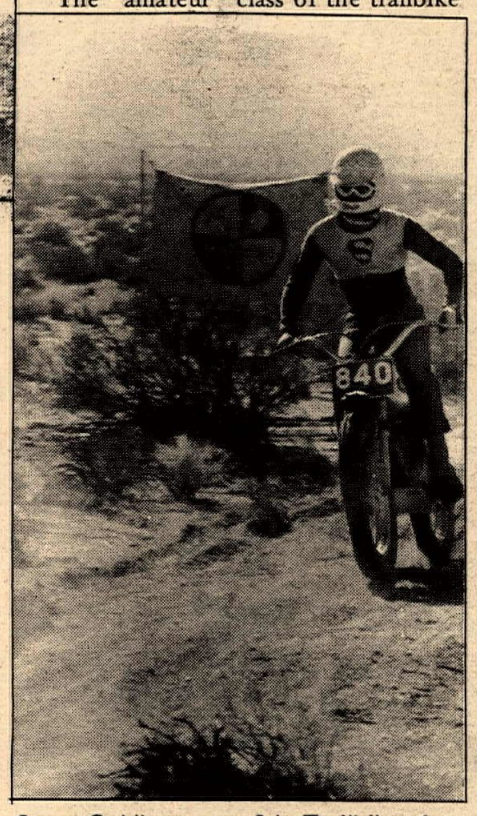
. Number 1 Wins

Jack Stonsifier was 2nd Trailbike, First amateur.

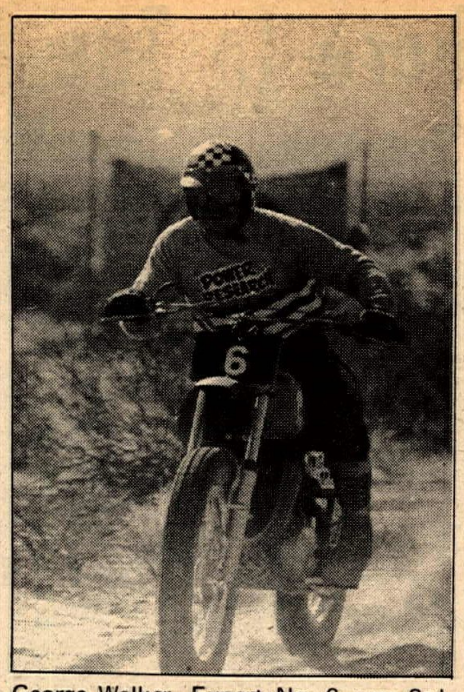
railroad tracks and watching at crossroads. The club has 80 active members and I think every single one of them was working the course this morning. There was never a jam-up at a check; most times your card got marked two or three times. Even the start was on time. The cooperation that I got in gathering the results was both unusual and highly appreciated. Betty Talley had the results all written out for me by the time I got to the San Bernardino Club encampment after the race.

The trailbikes left 20 minutes after the big bikes; the new rules don't apply yet. When they do, Whitey and Rich might have someone else to worry about. Terry Clark's little Harley goes so fast it's unreal! Somewhere near the end of the first loop I was on one of these steep rocky downhills, where everyone goes in single file and has one foot down. There were about twenty bikes in line. I kind of like those spots and I had moved off a little to the right and was picking off a couple riders when I happened to look off to the left. On the other side was a sort of a natural culvert, in amongst the rocks and boulders, on a slope that was much steeper than the one we were on, Terry Clark is passing all of us! He had to cross the culvert to get back on the trail – in front of us – and he got going too fast. Over the next hill the trail dropped away very sharply and Terry apparently locked up everything to keep from sailing out into space, and fell down. All twenty of us repassed him while he was picking up his bike. It took him almost half a mile to catch up and go around again. One incident. But he passed four hundred bikes in the course of that 2 hour race! Oh yes, he won!

The "amateur" class of the trailbike set is getting to be pretty tough. The amateurs were in 2nd, 7th, 8th and 10th places. Jack Stonisifier, who only made amateur a couple months back, was in second, beating experts Steve Fortner, Jim Sumner and Al Lund. The novice class is no piece of cake either. Two novices were in the first ten places, Steve Goldberg was 6th overall and Roger Dien was ninth. Jan Ditson was the first gal rider, finishing a respectable 33rd and Red Dot Patty Domay was second.



Steve Goldberg was 6th Trailbike, 1st novice.



George Walker, Expert No. 6, was 3rd overall on a Kawasaki Bighorn.

Novices in the big bike class didn't fare so well. The first one in was James Hill, finishing a distant 48th. First amateur was Larry Mahoney, in 4th overall, while in 5th was the lightweight winner, expert Wes Anderson Jr. There were 650 starters, about 380 finishers.

After the race was over, the San Bernardino Club literally scoured the camp area, leaving it, I suspect, in better shape than they found it. Their next event is a TT scrambles on May 16th, and if this race is any indication, it will be a good one.

(Results on page 20)

Mike Johnston was 10th Trailbike, 4th amateur.

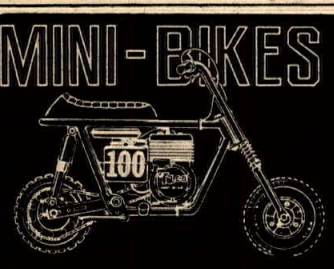
DIST. 37 DESERT STANDINGS – LIGHTWEIGHT CLUB

1.	San Gabriel Valley	11,147
2.	Buzzards M/C	9,092
3.	Checkers M/C	7,815
4.	Prospectors M/C	7,617
5.	Antelope Ramblers	6,286
6.	Four Aces	5,230
7.	Spokebenders M/C	4,238
8.	Rams M/C	4,043
9.	So-Cal M/C	3,859
10.	Invaders M/C	3,772
11.	Victors M/C	3,346
12.	Desert M/C	2,495
13.	Cactus Cats-Corona	2,424
14.	Master Links M/C	2,398
15.	Lost Coyotes M/C	2,274
16.	Desert Turtles	1,988
17.	Ridgecrest M/C	1,735
18.	Desert Knights M/C	1,707
19.	San Bernardino Val.	1,516
20.	100's M/C	1,416
21.	Red Dots M/C	1,207
22.	Sled Riders	1,081
23.	Foothill Hawks	1,070
24.	Simi Valley M/C	1,030
25.	Crestline M/C	961
26.	ViewFinders M/C	934
27.	Jackrabbits M/C	930
28.	Sunland Shamrocks	737
29.	Sandblasters M/C	533
30.	Dirt Diggers M/C	439
31.	Stumpjumpers M/C	375
32.	Desert Foxes	369
33.	Endovers M/C	286
34.	Sidewinders M/C	237
35.	Barstow M/C	118
36.	Highsiders M/C	83
37.	Hill Toppers	78
38.	Dusters M/C	75

POINT STANDINGS DIST. 37 DESERT LIGHTWEIGHT FINAL Continued

51.	Joel Gillingwaters	Am 3	669
52.	Gene Kicenski	Am 4	664
53.	William Pridemore	Am 2	658
54.	Ace Baker	Ex	640
55.	Dale Brassfield	Am 7	637
56.	Charlie Hockey	Ex	595
57.	Kelly Sullivan	Am	589
58.	David Kersting	Am 1	583
59.	Tom Schmid	Ex	580
60.	Bruce R. Kude	Am 3	568
61.	Tom Garner	Am 1	562
62.	Gerald Roberts	Am 2	542
63.	Doyle R. Mosley	Am 2	540
64.	Edward Crowell	Ex	540
65.	John Huegel	Am 4	538
66.	Uncle Bill	Ex	530
67.	Wayne Fuller	Am 1	525
68.	Wayne Garrett	Am 5	506
69.	Bob Hayes	Am 4	503
70.	Joseph C. Brickner	Am 2	503
71.	Kenneth R. Grieve	Am 3	494
72.	Norman L. Modesett	Am 3	481
73.	Bill Harry	Ex	480
74.	Michael Pearson	Am 1	478
75.	Tom E. Jenkins	Am 4	476
76.	Brian Klock	Am	469
77.	Michael Brooks	Am 1	466
78.	Dusty Coppage	Ex	465
79.	Jon B. Hornback	Am 1	459
80.	George Antill	Am 3	458
82.	Robert A. Ragsdale	Am 7	455
83.	Gregory J. Seda	Am	431
84.	Steve Ellsworth	Ex	420
85.	Duffy Hambleton	Ex	410
86.	Jerry Crosby	Am 1	405
87.	Marvin Batten	Am 4	403
88.	Carl D. Sommers	Am 2	402
89.	Gary Davis	Am 3	400
90.	David Warnock	Ex	400
91.	Don Bowers	Am	397
92.	Wayne R. Cook	Am	397
93.	Chuck Nelson	Ex	395
94.	John Pearson	Am 2	395
95.	W. L. Turner	Ex	384
96.	Don Hughes	Am 3	383
97.	Danny Kerr	Am	364
98.	R. L. Willeford	Am 2	359
99.	Jeff Wright	Am 4	355
100.	Terry L. Pearson	Am 1	354
101.	Robert W. Dotson	Am	353
102.	Jerry Isaacson	Am 8	347
103.	Ron Sloan	Ex	340
104.	David Williams	Am 2	340
105.	Mike Haller	Am 5	340
106.	Roy Barnett	Am 2	339
107.	Wally Azbill Jr.	Am	336
108.	Allen Shirey	Am	335
109.	James D. Hall	Am 4	334
110.	Charles L. Morris	Nov 3	332
111.	Kenny Markham	Am 1	330
112.	Craig Skrede	Am 1	328
113.	Ross Henry	Am 1	327
114.	Rod Morrison	Am 8	320
115.	Dan Sabol	Am	310
116.	Walt Podolece	Am 6	309
117.	Bruce Clagg	Am 1	309
118.	Jeff D. Marsh	Nov 1	308
119.	Gary Schuelke	Ex	305
120.	Bob Brownell	Am	304
121.	Craig T. Lukens	Am	303
122.	Richard M. Green	Am	301
123.	Richard Richardson	Am	296
124.	David C. Worley	Am 1	291
125.	Bill Bassett	Nov 3	284
126.	Dave Richards	Am 4	283
127.	Tom Muto	Ex	280
128.	Mahlon Gove	Am	277
129.	David Tonkiss	Nov 3	276
130.	Raymond Rieger	Am	274
131.	Frank M. Malis	Am	271
132.	David Simpson	Nov 3	269
133.	Doug Pattison	Nov 3	260
134.	Don Finley	Am 2	258
135.	S. R. Elsner	Nov 3	257
136.	Harry T. Glover	Am	257
137.	Steve Bridge	Am	255
138.	Bob Vesey	Am 1	254
139.	Jim McClurg	Ex	250
140.	John Pavich	Nov 3	250
141.	Don McNamee	Ex	245
142.	David Santoy	Am	245
143.	Leon E. Graves	Am	243
144.	Craig Williams	Nov 3	241
145.	Jack Froelich	Ex	240
146.	Lynn Cole	Ex	240
147.	Kenneth Cameron	Nov 3	240
148.	Tom Widick	Nov 3	238
149.	Alan Peppel	Am 3	237
150.	Raymond Waldbaum	Nov 3	232

(To be continued)

MINI-BIKES

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Now, Somewhere In The Back Hills Of Pomona...

By John Bethea

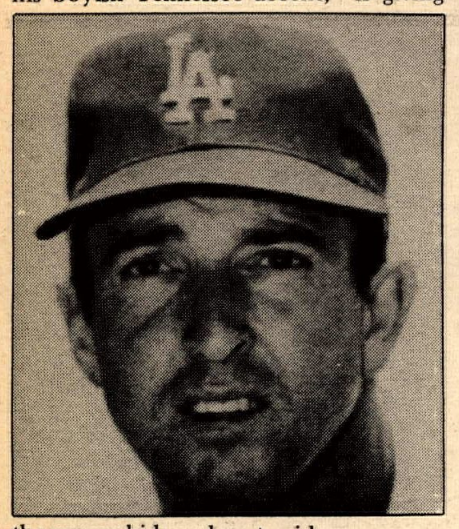
"We're just baby sitters," Paul said suddenly. What better way to put it.

"Mothers drive up to the gates, pay the fees and drop off six kids with six mini bikes and leave them with us for four hours. We're just baby sitters."

It may seem a sad outlook for an owner-operator duo to describe their motorcycle park, but that's the way they see it – and they wouldn't have it any other way.

Paul is Paul Marshall, gas station owner and the workhorse in the venture. His partner is the man with the money and growing enthusiasm, a pitcher for the Los Angeles Dodgers, Claude Osteen.

"Our major concern," says Osteen in his boyish Tennessee accent, "is giving

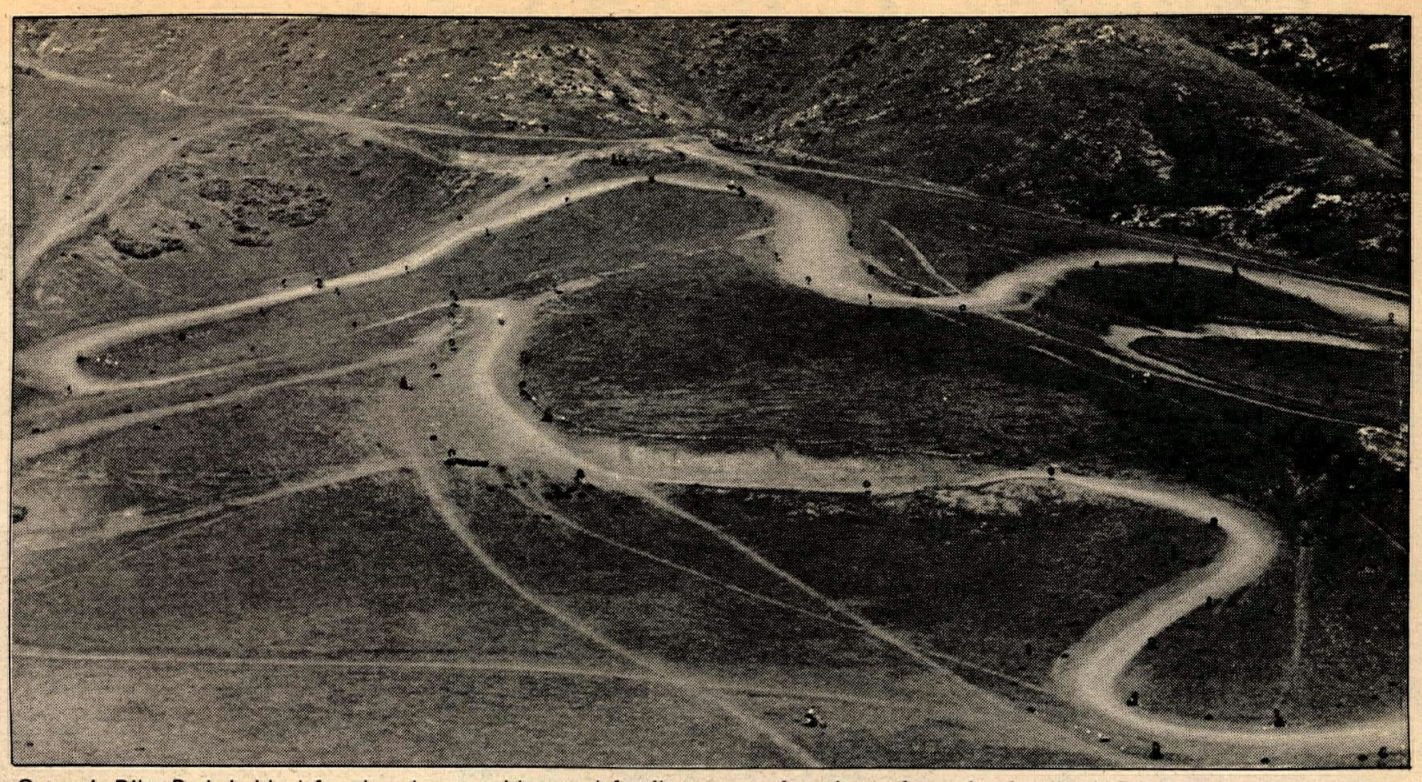


the young kids a place to ride.

"We had read about kids having trouble finding places to ride their mini bikes and we could certainly hear them in our alleys so Paul and I kicked the idea around and finally started looking for an area."

About a year ago, Osteen and Marshall found such a place in the Pomona area.

"It was orginally a tract of land about 165 acres," Marshall says. "The city (Pomona) did everything it could to help us get the park ok'd by the San Bernardino County Board but it was rejected in the end. Even the mayor came to the hearings."



Osteen's Bike Park is ideal for the pleasure riders and family groups. A variety of terrain gives both flat areas as well as difficult hillclimbs, not to mention an unobstructed view of the motocross course to be used during the upcoming Steen's CMC series.

Unlike most cities in Southern California, Pomona's government officials and residents realized the need for a park and were willing to do something about it.

"I orginally had no idea of the problems the surrounding cities were having. They need a park," Osteen explains. So the pair continued to work.

Drawing a sketchy map, Marshall points out the problems they faced. "That first area, the 165-acre one, was situated on the Los Angeles-San Bernardino County Line...and San Bernardino turned us down for many different reasons."

Some of these reasons were personal in nature, others political, but all based upon mis-information.

"When Paul told me of the arguments against the park," Osteen adds, "it really surprised me. I didn't know what I was getting into."

After the rejection, Osteen and Marshall leased another tract of land from the same owner. This time one covered 200 acres entirely in LA County and within the city limits of Pomona. With the help of that city's parks and recreation department, Claude Osteen Motor Bike Park soon opened.

"This site is 100% better than the first," Osteen states. "It's away from everything but easy to get to." The closest house is about a mile away.

In four months of operation, the park has never had to call an ambulance, although the normal scrapes and bruises have occurred with a few broken bones. There's a concession stand and a place to rent helmets and buy spark plugs. A hospital is only a short distance away.

"It started off slow but has picked up greatly to where now on weekends we get from 300 to 350 riders out here," they proudly point out.

Recently, the CMC sponsored a motocross race at the park, the park's first race. "The things I envisioned would happen when we got our feet on the ground are beginning to, now," Osteen adds.

"We've had no trouble with the local residents or officials. In the San Bernardino hearings they said our fences would be cut, fires would occur, as well as a host of other problems," Marshall explains. "They haven't happened yet; and we don't think they will."

Not surprising to Southern California's motorcycle riders, but surprizing to Osteen and Marshall is the fact that most of the riders showing up on weekends don't come from the local area.

"They did at first," says Marshall, "but after word began spreading we found people from San Diego, Riverside, San Bernardino as well as the LA area."

One major reason for this is that the park is ideally located for most major cities. It is just off the San Bernardino Freeway, midway between San Bernardino and downtown LA. Just take Highway 71 to Dudley St. and follow the signs.

Beginning this month, the CMC will start a series of three races at the Park sponsored jointly by Steen's.

Now that the park is moving into the racing scene, will the original plan to make it a recreational facility be set aside?

"I don't know," Osteen admits, "we'd like to have it remain predominately for the young kids but, well, we really don't know. Starting this track is just like learning to ride a motorcycle. I can remember the first time I went out there and rode around; it was fun and you start off slow then begin to get daring...then you fall. Our future remains to be seen."

Osteen's off-season chores include more than the park; he has several other business operations so he doesn't really have the time to devote to the park. This he leaves to Marshall. "Besides," he adds, "I've got my family to be with and I don't see much of them during the summer while on the road."

"Getting back to the kids," Marshall interjected, "we've been planning with the local officials and will attempt to set up a riding school for beginning riders. You know, mechanics, riding skills and hints. This is all in the works, but it's something to look for."

Later, after Paul was forced to leave because of another appointment, I asked Claude to elaborate more on the riding school but he responded, "Like I say, Paul's in charge of that. In fact, that was the first time I've heard about it, but I think it's a good idea."

Married and a father of four, Osteen is experiencing the frustration many parents of young sons have also felt. "My kids are beginning to want mini bikes but where can they ride?" he asked himself once.

His answer was constructive and it has turned him and his partner into "baby sitters," ... on a massive scale, of course.

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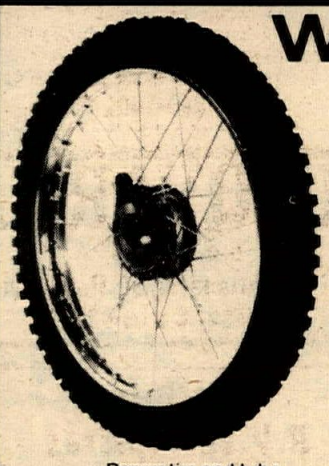

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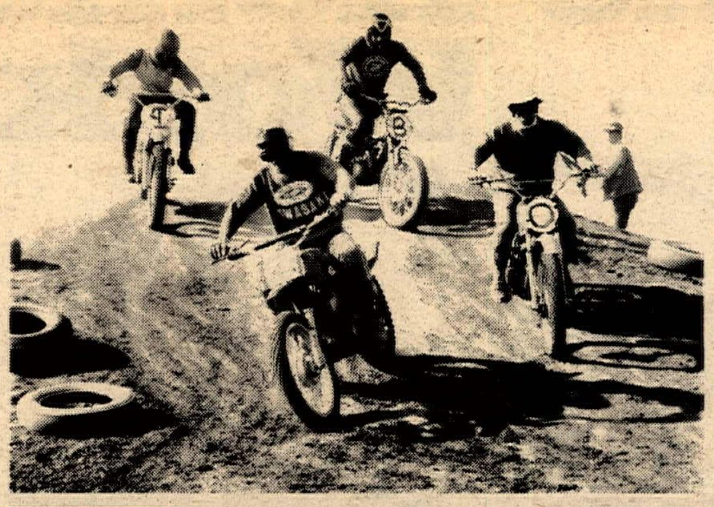
PERFECT MOTORCYCLE AFTERNOON AT THE BEACH

By Gary Schmythe



HUNTINGTON BEACH, CAL., Jan. 17, 1971 — More, more, and more, more Moto-X riders, than ever before showed up at Huntington Beach on this perfect afternoon, and they were greeted by a super-fast race track and some new turns. In general everything was right on.

Before we get into the day's action, there are some good things in store in the up coming months, first H.R.A., has changed the schedule, now Moto-X's will be run the first and second Sunday of every month, T.T.'s will be run on the third and fourth Sundays. Next, in the very near future there will be a Championship Trophy race, 25 laps for the lightweights and a big hairy 50 lapper for all of the heavies, in the T.T. class, the same type thing is being worked out for all the Moto-X'ers.

Joe Ruffeno (Hod), found the right string and pulled out all stops in the 100 Novice, to take a well earned win. Fighting it out for second place were Jack Reggi (Hod), and Brian Justice (Hod), with D. Downing (Hod) in fourth. Reggi held off Justice for second and Hodaka placed four in the first four.

They say good things come in threes, and that was the way of the 125 Novice. R. Sappington (Penton), Jeff Kable (Penton), and Bill Blyth (Penton) all fighting it out for the front spot, Sappington made his move, made it to the checkered first, Kable second and Blyth third. Kit Malone (Yam) came on strong for number four.

Gary Wells (Husky) had it all together in the 250 Novice with Gary Wickam (Yam) and Rod Cowell (Ossa) putting on a furious fight for the nuber-two spot, Tom Gross (C-Z) doing it cool for fourth, Wickam was able to hold off the charging Cowell for second.

The combined Open Novice and Open Expert was something else again; Mike Stoner (Maico), Bob Maddin (C-Z), and Rick Remelen (Husky) all novices, were all running in a bunch. Back in the pack were the Open Experts Mike Meyer (C-Z), Carl Cotton (C-Z), and W. Rutledge (Rickman). When the black and white was waved it was Novices Stoner, Maddin, and Remelen for the first three, Open Experts coming one, two, and three, were Meyers, Cotton, and Rutledge.

After the dust settled from the start of the 100-125 Expert, R. Sloppy (Hod) and D. McLeish (Yam) were having a go at it, with Bruce McDougal in third and fourth was Bill Henderson (Yam). Sloppy got home first with McLeish second, third and fourth as listed above.

A special foot race was run for some of the younger set and they drew quite a field of runners. First place went to Wayne Marrotte, second to C. Carter, and third to Brian McCloud. Youngest hotshoe of the day was Mike Dwinder.

(Results on page 20)

TROJAN NIGHTS

By Eddie Smith

SOUTH GATE, CAL., Jan. 15, 1971 — Bob Sanders failed to maintain his hotshoe classification as he could not keep pace with last week's eight victories at Trojan Speedway. Tonight, the speedy Kawasaki rider only won six; four mains and two trophy dashes, bringing his total for the new year to eight mains and six dashes.

In the 100 TT Main, Sanders had to hold off last year's standout Tom Horton to take the win, whereas in the 125 TT it was Gregg Cunningham supplying the competition.

Sanders had to hold off Kirk Redding in the 100 FT Main and John Corbett in the 125 FT.

Ron Powell rode his Bultaco to victory in the 250 TT Main, getting most of his rivalry from Bob Doornbos and Horton.

Dan Corbett finally caught and passed Sanders on the final lap of the 250 FT Main to gain the checkered. Corbett also won the 125 and 250 FT Dashes. Sanders bagged the 100 FT and 125 TT Dashes, Bob Byers the 100 TT Dash and Bob Doornbos the 250 TT Dash.

(Results on page 20)

ONE-MAN SHOW

Custom car and bike artist Rollin Sanders, alias Molly, is creating quite a stir at California State College at Fullerton with an exhibit of cars, bikes, helmets, and paintings. The showing will be open to the public through January 31. It's a must-see. Cal State Fullerton is at 800 N. State College Blvd. Gallery hours are 1-4 p.m. weekdays and Sundays. Closed Saturdays. For further information, call (714) 870-3471.

MAD. SQ. GARDEN RACES HERALD NEW ERA

On Monday night, January 25, motorcycle racing will return to New York City for the first time in 25 years. The AMA short track races in Madison Square Garden on that night may not be for national championship points, but they will perhaps be the most important m/c races this decade. Promoted by Trojan Enterprises and sponsored by Yamaha, this event will bring motorcycling out of the sticks and into the heart of the Big City. New York is the headquarters of national media, both for the air waves and print, yet New Yorkers are the most provincial of people...if it doesn't happen in New York, they don't know of it.

The last time New York saw a motorcycle race was shortly after the war, when Class A speedway took place at Yankee Stadium and outdrew the New York Yankees baseball games.

Cycle News will hold up its presses for the first time to bring readers the story of the first Madison Square Garden races in the issue published that night.

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The Home Workshop

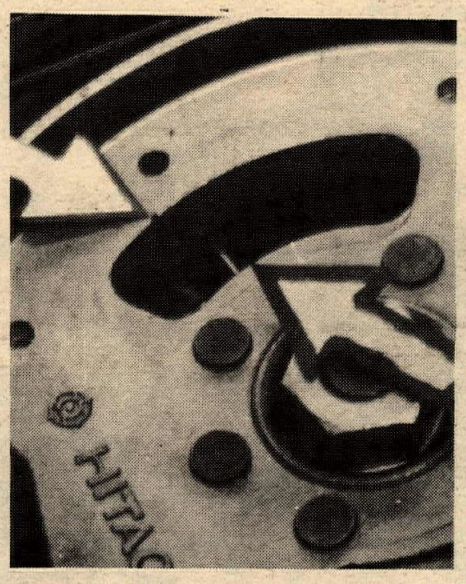
By Rod Breaker

YAMAHA 90 ENDURO TUNE UP

Following the old idea that if you have a good thing going, keep it up, Yamaha keeps making more Enduro models. The 90 Enduro is one that will surprise even the seasoned rider with its handling and power. While it is far from being a 100-mph road machine, it will pull a good-sized rider across the desert with amazing ability. In the hands of some of the lightweight youngsters that will be receiving them for Christmas, I believe we will see a lot of them in the winner's circle this coming year. It is still the same old story; a machine is only as good as the care taken of it, so here are a few hints and tips to help you keep it in tune so you can get the most enjoyment out of it.

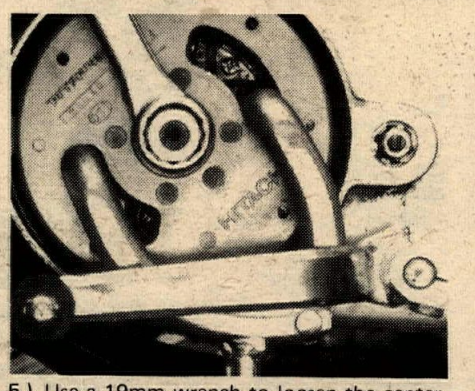
1.) As ignition timing is one of the most important items, this should be checked often. To gain access to the magneto, remove the three screws (arrows) on the outer cover behind the shift lever. This cover has a small section on the rear of it that also covers the clutch adjuster.

2.) Remove the spark plug, the head comes drilled for the installation of a compression release or an extra plug (as shown here). Due to the angle of the holes, a dial indicator cannot be used to check the ignition timing unless the head is removed.

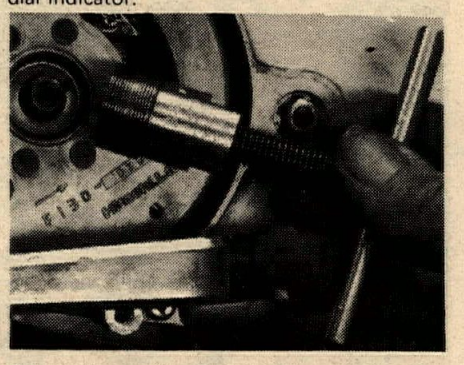


3.) This is the system for checking the ignition timing. When the line scribed on the inner face of the flywheel inspection hole (L/H arrow) aligns with the stationary pointer (R/H arrow) the contracts should just break. If this is checked first, before the contacts are cleaned or anything, it will give you an idea how it has been running.

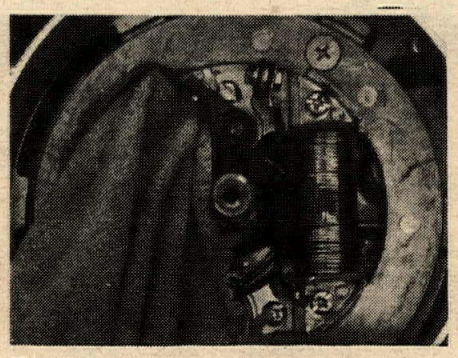
4.) Insert strip of business card between contacts and clean them. The other end of this card was inserted first and shows an exceptional amount of oil and dirt on the contacts. If this happens, the flywheel should be removed and the points and the area around them cleaned up if reliability is to be expected.



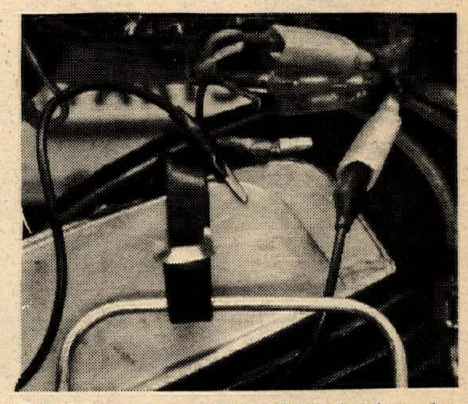
5.) Use a 19mm wrench to loosen the center fixing nut. The flywheel holder is an adjustable one available from your dealer through Rocky Cycle Co. for about $4. If this type of holder is used, you must take care not to disturb the setting of the stationary timing pointer (photo No. 3) as this would leave you with no way of determining ignition timing without removing the head and installing a dial indicator.



6.) As most Japanese lightweights use the same puller, one to fit should not be hard to come by; this particular one is for the Honda flywheels but works fine on the enduro. Keep in mind that the puller is a left-hand thread into the flywheel, but the T-bar is regular thread. Make sure the puller is bottomed into the flywheel before attempting to remove it to avoid thread damage.



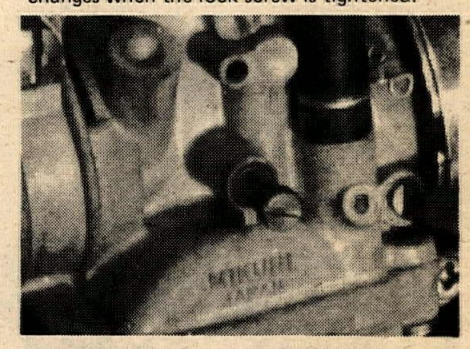
7.) Insert a clean rag between the contacts after the flywheel has been removed and clean them real good. Also, clean off any oil and dirt that may be on the entire body of the contacts. Insert the piece of card again and check if it comes out clean. When the points are clean, reinstall the flywheel and set the contacts to .015 inches.



8.) If you are using the 'buzz box' or the ohmmeter type of timing tester, pull out the wiring loom from the magneto from under the gas tank. Disconnect the black wire and hook the tester onto the magneto side, then ground the other tester wire and you will be able to check the timing.

9.) With the timing device on, rotate the flywheel in the direction of running, as these two marks are aligned, the tester should show that the contacts just broke or opened. If not right on the money, it must be adjusted, "close" is not good enough, that only counts in horseshoes and hand grenades.

10.) As the contact backing plate is of the non-adjustable type, the only system you have for adjusting the timing is to open or close the point gap. This is done through the inspection hole with a screwdriver and it must be checked each time after the contacts are tightened due to the fact that the gap often changes when the lock screw is tightened.

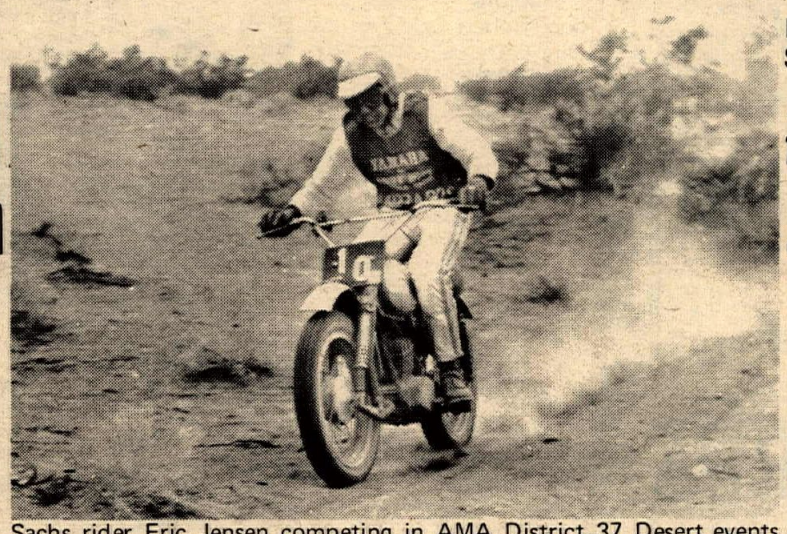


11.) Set the idle air screw all the way to the bottom and then back it off one and one-half turns. This is a good standard setting, you may get a little better idle by adjusting a quarter turn either way, but this will usually suffice.

SACHS 125cc DESERT CHAMPION

Dist. 37 Lightweight Desert standing

#3 for 1971 Eric Jensen SACHS



Sachs rider Eric Jensen competing in AMA District 37 Desert events finished third in the Lightweight division and first 125cc. This marks the first time ever a rider riding a machine of this displacement has finished in the top five, Eric and Sachs finished number 10 last year. Again Sachs power, handling and dependability proves itself in rugged competition. Competing with over 3000 riders in this Division alone, in many events against as many as 800 riders, Eric consistently finished in the first 10 places overall.

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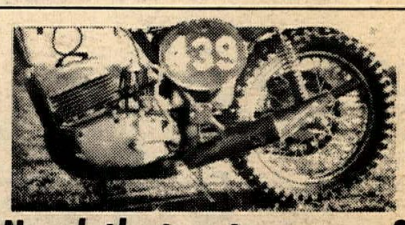

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Cycle News North

Carnegie Growth

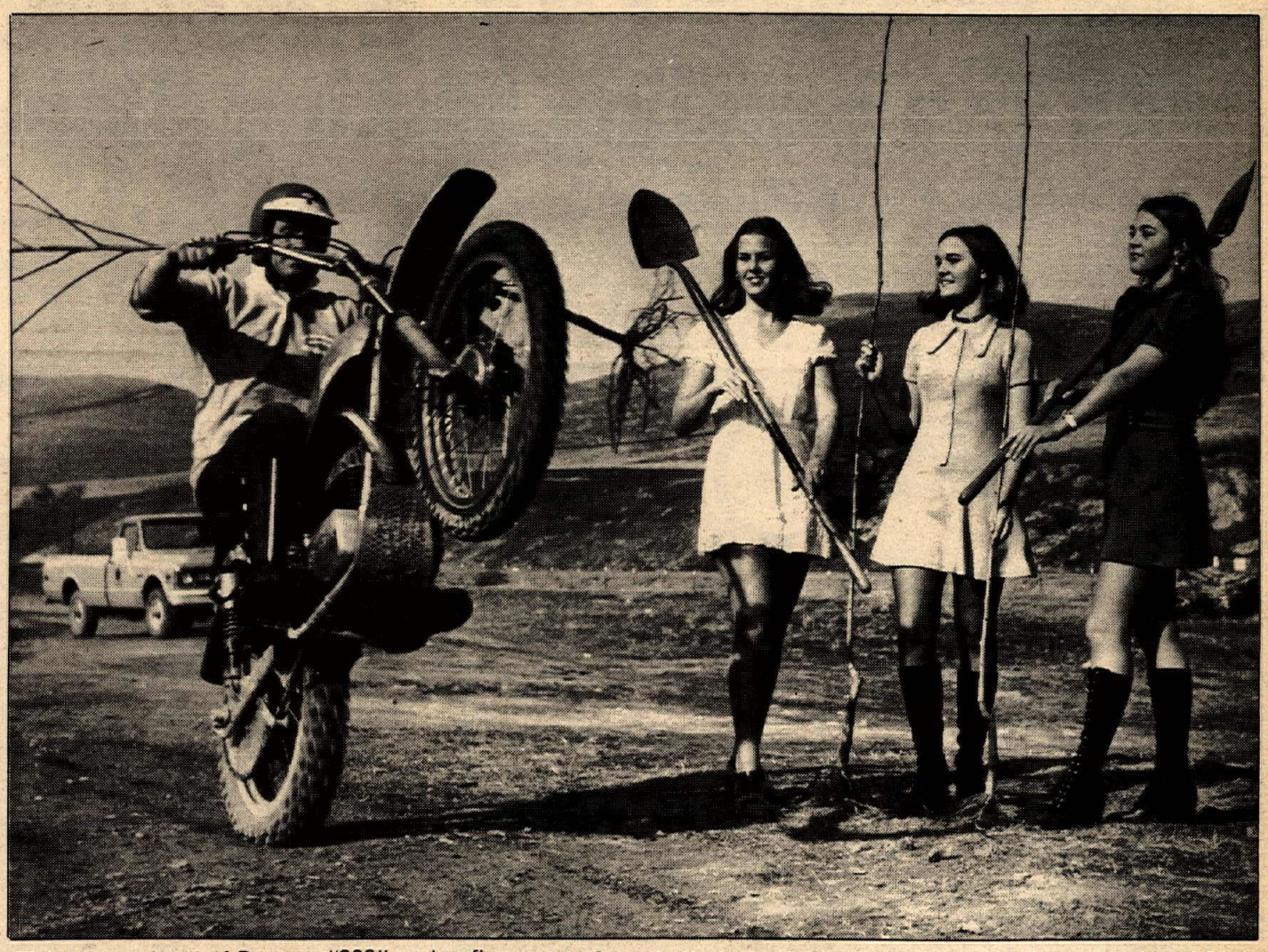
Things are really buzzing these days for the Carnegie Cycle Park.

Established last summer to serve the needs of Motorcyclists and Dune Buggy Drivers from the Bay Area and San Joaquin Valley region, the big park offers 1560 acres of inviting and challenging topography ranging up the bold convolutions of the Livermore hills from a convenient stretch of two and a half miles of road frontage.

It is the largest facility of its kind in California, according to veteran motorcycle racer John "Bud" Brillisour of Castro Valley, who is president of the operating agency. And it is being developed in accordance with precepts espoused by the East Bay Regional Parks District, which views the new park as a welcome adjunct to its own nearby Del Valle Regional Park.

On Jan. 8, 160 young sycamore tree s were planted in random style down the park's main valley. Tony Smith, Del Valle's manager, was on hand to advise the Carnegie workers as to the most practical and efficient methods of using such plantings in ecologically oriented enhancement of the region's natural resources.

Lending a bit of extra excitement to the occasion was an appearance by Dick "Buggs" Mann of San Pablo, America's fourth-ranking professional motorcycle racer. Mann brought in the first of the sycamores on the handlebars of his bike, riding in dramatically on one wheel as if his mount were an eagerly rarin' charger. He was joined by cute nine-year-old Kelly Brillisour, who had a smaller tree on her minibike. Later, Mann gave a brief exhibition of hill climbing and racing techniques for those who had assembled.



Dick Mann, winner of Daytona "200", rushes first tree to Carnegie Cycle Park's planting ceremony, as Karyn, Laurie and Cindy Brillisour pause to watch.

Bill Thomas Is Again 1st Up Pike's Peak

251 riders attacked the famous Pike's Peak course this year.

Count 'em.

Story by Bill Brokaw
Photos by Gary Anderson

PIKES PEAK, COLO. – Enthusiasm ran high before this year's New Year's Day Pikes Peak Snow Run. Everyone thought that the turnout would be big, but the 251 entries were more than expected. This classic annual event of the Rocky Mountains has captured riders' imagination since it was first run in the 1920s. Who will be the first motorcyclist on top of Pikes Peak each year? This year, as in the previous two years, it was Bill Thomas from Denver. His snorting 400cc Husky carried him out of the dust of the mass-started machines.

The riders lined up on the toll road at Glen Cove with the expert rated men in front. The flag dropped at exactly noon and, using fallen bikes for traction, the whole herd charged the seven miles to the 14,110 foot summit. Snow was scarce, so this year it was a graded road dash. Snow banks did await those who went wide.

The Dusters of Colorado Springs did a fine job of organizing. Special number plates were issued all contestants along with highball straws and rubber bands to hold them on. The usual confusion of numbers usually found at this event was thus eliminated. The record entry, coupled with a total lack of snow, caused some problem at the top. After the first 50 or so reached the top, the riders were crossing the line faster than their numbers could be read into a tape recorder. Next year a recorder will be at the switchback just below the summit to help with that problem.

Custom trophies were handed out by the Dusters after the event. All agreed it was a bang up affair despite the lack of snow.

COLORADO TRIALS

By Wiltz Wagner & Steve Suess

DENVER, COLO., Dec. 27, 1970 – The 1970 Rocky Mountain area trials championship ended in a dramatic duel this Sunday between Glenn Neigenfind (Mon) and Bill Brokaw (Mon).

Both Experts were in a championship points deadlock at the start of the Rocky Mountain Trials Assn. event held at the Sprucewood Inn in the mountains southwest of Denver.

The nine technically difficult traps were set by H. Hauptman and W. Jantz. They were run three times by Novices in the morning, and Experts in the afternoon, with interesting changes being made to bring out the skills of the Experts.

(Please turn to pg. 25)

CIVIL WAR

For home and den, suitable for framing. Any item of your choice $1.00 each. Pony Express Notice; Gen. Robert E. Lee Funeral Notice; Confederate decoding chart; Anti-Lincoln Cartoon; Jefferson Davis Election Notice; President Johnson impeachment ticket; Army orders on President Lincoln Assassination; Army Discharge Certificate; Gold Mining Stock Certificate; Draft Exemption Certificate; $1,000 Reward for Gen. Morgan; Slave Dealer Poster; Confederacy Law of Treason Poster; Recruiting Poster; Abolitionist handbill; Underground Railroad Poster; List of slaves for Sale; K.K.K. Notice of new organization; Uncle Toms Cabins Poster; $500 Reward for runaway Slave; Civil War Recruits Handbill; Lynching Poster; Slave Auction woodcut; Civil War handbill for Brooks Pat; Richmond Fredericksburg & Potomac Railroad Notice; Civil War Ambulance woodcut; Slave Chins Devices; General Orders Headquarters department of the South; Confederat Soldier wood cut; Horses wanted Notice; Calamity Jane handbill; Buffalo Bill Poster; Annie Oakley Poster; Reward Posters – Bill the Kid; Jesse James; Frank James; Francisco Pancho Villa; Joaquin; Belle Starr; John Wilkes Booth; The Daltons; Black Bart; Bill Doolin.

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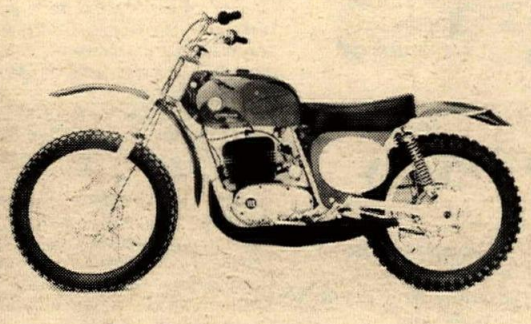
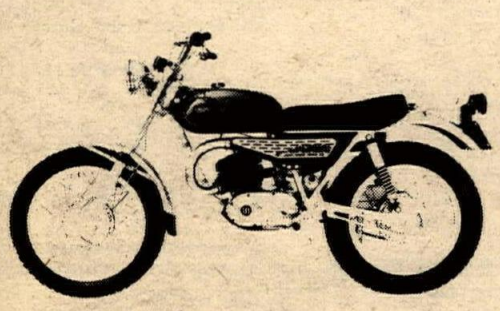
Mike Runyard was the surprise American stand out at the Mid States Inter-Am at Tulsa on October 25th. Mike finished 1st American (4th overall). And that's the best American finish in the Inter-Am to date.

2nd American Inter-Am Champion
CAPPRA 360 G.P. M-X – $1096



Desert Special
CAPPRA 360 G.P. SCRAMBLER – $1096



I.S.D.T. Gold Medal Winner
250 KING SCORPION – $848

Peter Lamppu is number 1 in point standings in the East.

Tim Hart is one of the most sensational motocross riders on the West Coast.

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Hare Scrambles – 10/4/70
San Diego
OPEN EXPERT
1st Scott King – MONTESA

Motocross – 10/18/70
Amarillo Texas
250 NOVICE
1st Mark Harrington – MONTESA

Enduro – 10/11/70
Nothhampton Mass.
B LT. WT. NOVICE
1st Bob Miller – MONTESA

Motocross – 10/19/70
Tallahassee, Florida
250 LOCAL EVENT
4th Ronnie Turner – MONTESA

Hill Climb – 10/11/70
Cannonburg, Mich.
360 AMATEUR CHAMPIONSHIPS
1st Len Postema – MONTESA

Hill Climb – 10/11/70
Cannonburg, Mich.
175 & 200 AMATEUR CHAMPIONSHIPS
1st Len Postema – MONTESA

Scrambles – 10/4/70
Lunenburg, Mass.
250 AMATEUR
1st Edgar Hinton – MONTESA
250 EXPERT
1st Peter Lamppu – MONTESA
OPEN EXPERT
2nd Peter Lamppu – MONTESA

Scrambles – 9/19-27/70
Bakersfield
250 EXPERT
1st Guy Smith – MONTESA

VIVA Montesa

MONTESA MOTORS, INC. / 3657 Beverly Boulevard / Los Angeles, California / 90004. Phone (213) 663-8258

Although the Ponderosa Hare Scrambles doesn't draw the district's top name Experts, the competition is still there — and everybody has a good time.

Oak Creek Draws Crowd

By Ken Beach

MOJAVE, CAL., Jan. 17, 1971 — On a clear day you could see forever at Oak Creek Ranch. Actually the panoramic view is worth the drive out even if you didn't care to look over the hill and witness the demanding motocross course.

The largest turnout yet at Oak Creek Ranch hosted 79 riders and 130 specators.

The program started with 125 Jrs. Ray Lopez and his Rickman took the gold followed by the Powder Puffs with Northern Calif. rider Kathy Hubbard winning all three motos.

The 250 Jrs. had some very close races. Steve Olliver (C-Z) was overall winner.

The Open Sr.s really got it on. Bill Payne took top money with Bob Messer hot on his heels bringing in second. The fastest Open Jr. was Steve Rauch (C-Z), earning a first overall.

The 100 Juniors didn't go up the hill so fast but, like Volkswagen drivers, they made the time up coming down with Steve Haag winning.

A hotly contested 125 Sr. class left Wayne Garrett (Yam) as the top money maker.

Having it out in the 250 Sr. class, Gary Jones' (Yam) throttle stuck going up the steep hill. Everyone thought he was doing a wheelie until he just kept slipping. Another rider clipped Jones making for the only casualty for the day.

A rare appearance was put in by Ron Nelson in the 250 Sr. on a Maico where he took third behind Jim O'Neil (C-Z) and Bob Hershey.

The excellent vantage point was so good, in fact, that some styed in their cars and could see 100% of the course.

(Results on page 20)

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PONDEROSA:

They've Got a Good Thing Going

By David Swift

LANCASTER, CAL., Jan. 16 & 17, 1971 — Ponderosa Recreation and Picnic Grounds, located 15 miles east of Lancaster, has several nice things going for it. It has a bar where the beer is cold, a restaruant where you can get a good burger with fries for less than a dollar, and a backyard that is wide-open desert. Since 1965 the Greyhounds M.C. has hosted a monthly Hare Scrambles here and in the process has delivered truckloads of trophies.

The Greyhounds have always trophied 40% of the entries. This gives the average weekend warrior, so often lost in a crowd of 600 brawling bikes, at least a sporting chance to win some gold for the mantle.

Many customers of the Ponderosa are regulars. Races are held both Saturday and Sunday with camping on the grounds permitted. After the races people are free to keep riding. Signs aren't posted every 100 feet. Lots of families have good times out here.

A good number of the machines are stock. No super-piped-and-ported wonder machines. They just bring out the Enduors and lift the lighting and POOF! there's Dad's desert racer. Others are the product of some pet project.

The competition is warm, friendly. The stakes are trophies, Bardahl oil to the first eight in each class, and a McHal Apollo helmet to the high point novice of the weekend. (Nearly all the riders here are novices.)

This Saturday, due to a new racing schedule, a piddling 41 riders entered. The Greyhounds went into a hole on this one.

The top trailbiker was Don Eide. He left the start in second following Monte Lee ("Monte can always find the hard trails," said Eide.) Lee fouled a plug later in the race, falling back several positions. Eide took the win but Lee did a swell job making up time and came in second. Out of the five 125s entered, Gerald Herrera was the fastest.

On Saturday and Sunday both Tom Clodt and Jim Drake topped the Open class, which includes 250s. Clodt and Drake mixed it up for the 25-mile stint and Drake was aced at the finish line twice.

Jeff Martin was the top 125er Sunday. Martin is a sergeant and motorcycle patrolman for the Los Angeles Police Deaprtment.

Don Eide and Monte Lee hashed it out again only this time Lee's Hodaka behaved in a more respectable manner and the two dudes switched places, in the final results.

The course consists of three laps over an 8.3-mile loop. It is rough with deep, powdery stuff and an occasional hard trail.

Plans for the future include the rejuvenation of a barn adjacent to the bar-restaurant where dances may be held in the summer. Creedence Clearwater wouldn't sound better anywhere else.

The next races will be Feb. 6 and 7. A Saturday would be a fine time to tune up for Sunday's point run elsewhere. You can pick up a trophy or two and you might learn how much fun desert competition can be.

Attendance Mark Set by Knievel

HOUSTON, TEX., Jan. 15 & 16, — A standing room only crowd of over 47,000 watched Evel Knievel leap his Harley-Davidson over 13 cars on Saturday night at the Astrodome. Over 37,000 paid attendance saw Knievel attempt the same jump Friday when, Evel confessed, "I didn't quite make it. I hung on," the King of Stuntmen explained, "The safety ramp saved my neck." Knievel's performance was witnessed by the largest crowd in Astrodome history, more than saw Elvis Presley or the Dodgers.

On January 27 and 28, Evel will try for a 19-car record at Ontario Speedway, and plans are moving ahead with Olympia Beer sponsorship for his Sanke River Canyon jump and motocross.

Cycle News will bring readers the first look at Evel's new Skycycle in a forthcoming issue.

CHILD'S HELMETS FROM McHAL

New helmets in children's sizes are now available from McHal, including a full face coverage model for $59.50. The new hard hats were previewed at the Long Beach Motorcycle Show recently.

MX SCHOOLS

John DeSoto will hold motocross schools Saturday, Jan. 23, at Coalinga, Cal. and Saturday, Jan. 30 at Houston, Texas. Classes begin at 10 a.m. and cost $10. Info: (213) 438-8892, (713) 523-3741.

PNTA MEET

The PNTA Annual Meeting will be held Jan. 23 at the Garden Club Field House in the center of Pioneer Park on the 900 block of East Alder Street, Walla Walla, Wash. at 1 p.m.; dinner at 6:30 p.m. for $2.50 per person.

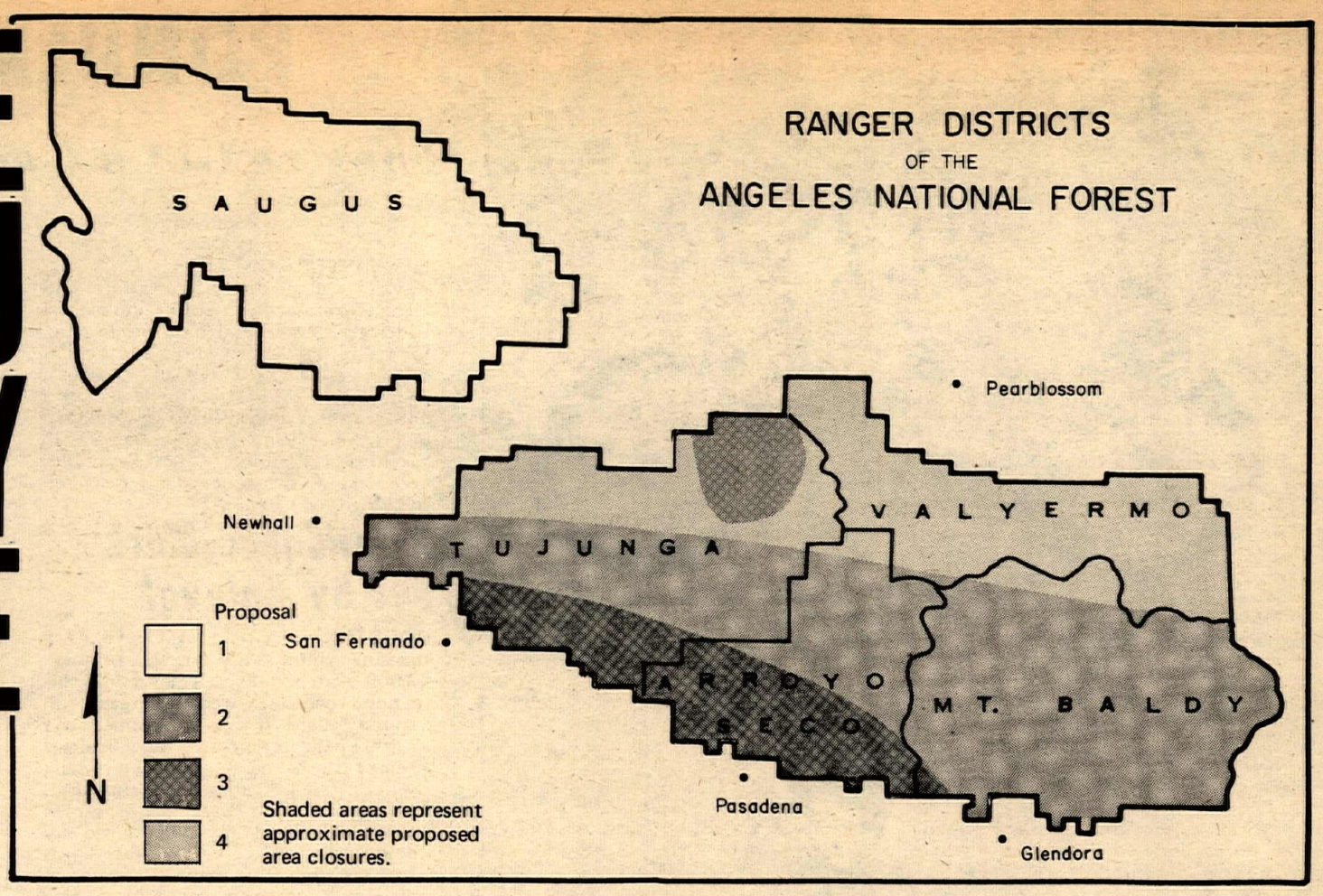
Doug Douglas (AJS Stormer) recently devastated the Tijuana to La Paz solo record **BY OVER 10 HOURS**

AJS

HANDLES BETTER

Doug also sells a desert version of the AJS at his Norton shop on E. 5th Street, San Bernardino
Give him a call at (714) 888-4554.

WHERE YOU MAY RIDE



By Ron Schneiders

One of the most difficult questions facing people today is the question of land use. Each day the number of people increases, but the amount of land available stays the same. Thus each person's share becomes smaller and smaller. Not too far back the Indians owned the western United States. The entire population west of the Mississippi was probably not much greater then than the population of Glendale today. Now we have people fighting over each acre. We motorcyclists need land to indulge in our favorite sport. No land, no sport. Not very complicated. It is currently illegal to ride off-road motorcycles in the counties surrounding Los Angeles without permission in writing from the land owner. So now, proud owner of a Yamsuki 250 with ear-splitting expansion chamber and knobby tires, where do you ride?

Well, if you're young and fit and have a fair amount of money you can ride competition. For the moment at least, organized competition is not being outlawed. But have you noticed that more and more people are showing up at each event? Were you one of the ones who recently paid several dollars for admission to a motocross park, several more dollars for an entry fee, waited an intermintable length of time only to be allowed to ride a mere 6 laps around a one mile course? Has it occurred to you that maybe some of the people glutting the motocross course would rather be riding somewhere else, if only there were a place ro ride? Could it possibly be in your interest to help in the search and fight for new places to ride?

The situation is critical right now. There are many people who would like to see motorcyclists banned, or maybe even exterminated. We have a reputation for being loud, noisy, rude, crude and uncouth. These anti-m/c people are not great in number but they have several advantages over us. First is organization. Second is money. Third is energy. They aren't lazy. We can beat the first two advantages but I don't know about the third.

One of the places where you can ride in Southern California right now is the Angeles National Forest. Surprised? So was I. But the entire forest with the exception of a National Wilderness area is open right now. That wilderness area comprises less than 5% of the area of the forest. The rest? There are just short of 700,000 acres of forest in the Angeles National Forest. That's a lot of riding room. But before you load your scooter and head for the forest, read the rest of this article. There are a few things you need to know.

The U.S. Forest Service is charged with administering the National Forest with several goals in mind. Most important, they must protect the forest. Neither we nor anyone else can be allowed to destroy the forest for fun or profit. So several areas of the forest are closed to the public during the most critical fire season. These areas are along the southern face of the mountains, immediately above the towns of Pasadena, La Crescenta, Upland, Pomona and such. They are closed from July 1st until the area receives one inch of rain, which is usually about January. Right now they are all open. The fire closure areas are not static; as the situation changes, changes are made in the closure area. This year a large chunk of area was removed from closure because the forest service got some access roads and some fire stations in the area which, reduced the hazard. With the exception of the closure area and the wilderness area we can virtually ride where we want to in the Angeles National Forest.

Of course there are some natural problems. The mountains in this area are incredibly steep and rugged. Many of the canyons are so steep that even hikers don't use them. And right now, much of the area is under a nice white blanket of very cold snow. For those of you unfamiliar with the phenomenon, traction in snow is chancy to say the least. And the trails are hard to spot, even when they aren't covered with snow.

To help get around some of these problems, we at Cycle News are going to find trails and riding areas, locate them accurately and then publish directions and descriptions. We will devise some sort of a grading system so that hopefully we won't have people dying of either boredom or multiple injuries. Does that sound good to you? It should, because it means that within a few months or a year there will be a published network of trails and dirt roads for cyclists to ride that may total several thousand miles in all. These will be suitable for all grades of rider, from beginner to ace enduro star.

The one fly in this ointment is that several interests might combine to get the forest closed to us before we ever get started. Like any other organization, the Forest Service responds to pressure, and right now they are being pressured to close the forest, particularly to motor vehicles. Chief organizations responsible for the pressure are the horseman groups and the Sierra Clubers. These two groups have a common policy, "Close the forests to everyone but us because we really enjoy nature and we don't do any harm." It's a short-sighted, stupid policy and the last part of it is a lie, but that is what's going down. There are three ways to fight.

First of all, we must remove their ammunition. The chief complaint is that we destroy everything we come in contact with. They say we tear up the ground with our tires and pollute the air with a ghastly din. By now you know one of the answers as well as I do. Spark arresters and silencers. They are an absolute must. Get them on your own scooter and persuade your buddy to put one on his. After all, it's your land he's going to lose. If he won't help, he's part of the problem. Secondly, learn about the soil you ride on. Don't tear up virgin soil when there's a perfectly good trail or road a few yards away. Curb your urge for speed on wet or fragile ground. There are over a million of us; if we each destroy one acre, where are our sons going to ride? Try to ride like an Indian would, leaving no trace of your path.

Secondly, we must learn to write to our legislators and Forest Service administrators and the like. We outnumber our adversaries 10 to 1 but we can never convince anyone of it for in the letter writing game they outnumber us by 1000-to-one. Most of the people who have tried to help us think we're illiterate, or at the very least too poor to afford postage. Here's a suggestion for everyone who belongs to a club. Get someone in the club to track down important people. (M.O.R.E. or your local daily newspaper can be a big help.) We'll publish the address of a lot of them in Cycle News. Then make it a regular part of the club meeting to have each member of the club write letters right there on the spot to the people selected for that week. They don't have to be long, just something like, "Dear senator, What are you doing to help promote more riding areas for motorcyclists? Have you supported bill ——— ? If you don't, don't expect my vote next November. Yours truly" If the 100 AMA clubs in Southern California do this once a week for a period of one year, our legislators will get 300,000 letters from us. One hint: don't rely on anyone mailing the letter, even if he writes it during the meeting. Collect all the letters and have the secretary mail them.

To start with write to:

Mr. Art Dufault
Public information officer
Angeles National Forest
1015 N. Lake Ave.
Pasadena, Calif. 91104
and:
Mr. Thomas Neff
Recreation Officer
Angeles National Forest
1015 N. Lake Ave.
Pasadena, Calif. 91104

Just tell these gentlemen that you would love to ride in the Angeles National Forest, if you just knew where to go, and assure them that you have no wish to destroy the forest. Mr. Dufault would love to help us if he had just a little backing. He even went so far as to seek out a pominent magazine editor, a man who is involved in setting up one of our national championship enduros, and asking him to help set up programs for cyclists and help get them involved. The man wasn't interested. He felt that there was still area north of Trona where we could ride, so the problem wasn't urgent. Art told me that the letters are what gets the action. If you don't write, don't bitch when there isn't any place to ride.

On March 16, 17 and 18 there are going to be some public meetings held to determine the fate of the Angeles National Forest with respect to motorized vehicles. Mr. Dufault has some maps drawn up representing various views. On each map he has an area painted red. That represents the area that will be closed to us permanently. On one map it just shows the wilderness area and some small areas where we presumably come in conflict with the horseman. On the next map, the southern two thirds of the map is red. Dufault thinks this is what they'll finally wind up with. "After all," he says, "This forest had seven million visitors last year and very few of them were motorcyclists. And we don't get very many letters from cyclists asking about facilities." The next map shows the whole Eastern portion of the forest red. The last map shows the whole forest red. This last map represents the position of the Sierra Club. In the March meetings, everyone who is interested will have a chance to have his say. The horsemen will be there; the Sierra Clubbers will be there. The Forest Service will be there listening. Is anyone going to be there to represent our side? I would like to think that the A.M.A. will be there and maybe a delegration from the M.I.C. but why can't we have a delegate from each club? Or better yet, why not have each one of us show up to express our views? Or maybe, like the do-nothing editor, you think we don't need the Angeles Forest to ride in. I'm not going to tell you where the meetings are. Call Art Dufault and ask him. He'd like to hear from you, even on the telephone. His number is (213) 681-2631.

And why doesn't someone propose that we ban horseman from the forest? After all, that's just as logical and there are a lot more of us than them.

Garden Grove Leads Cities With New Minibike Park

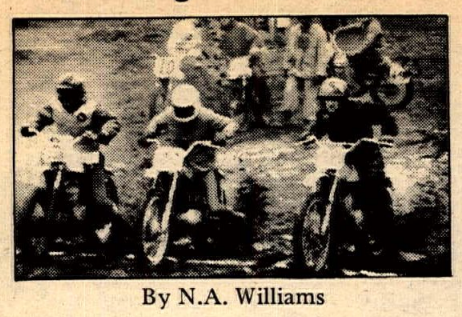
January 10, Garden Grove, Calif. became the first U.S. city on record to provide a place to ride for its citizens. Their new minibike park of only 1½-acre opened recently with 250 riders using the trails, for free, under supervision.

The Mayor of Garden Grove stood in the middle of the new minibike park at 9301 Westminster Ave., opposite the Bolsa Grande High School and said that the noise is no louder than the freeway nearby. The park is open from 9 a.m. to 4:30 p.m. Saturdays and Sundays.

Other cities which would like to follow Garden Grove's lead by accommodating rather than arresting its law-abiding kids are urged to contact Garden Grove's Park and Recreation Dept. or Jr. Chamber of Commerce. Only an acre or so is needed to make a minibike park.

Parents of the kids who were watching from the sidelines were overheard by Honda P.R. man Les White remarking, "Now that the kids have a place to run, how about us?"

Washington Muck



By N.A. Williams

WOODLAND, WASH., Jan. 10, 1971 — It was raining when we arrived at the track, but it soon turned to snow. It snowed hard, but none stayed on the ground. The races got started, as usualy, at 11:30. There were 156 riders even with the bad weather.

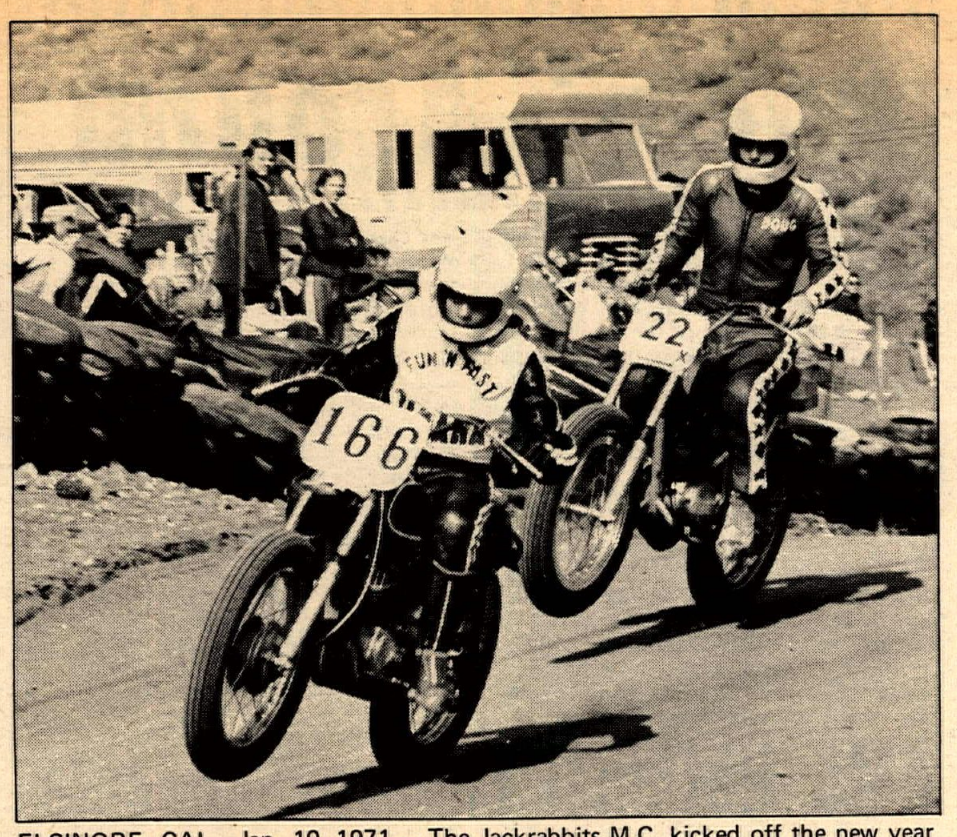
The track was very muddy and lots of riders were down during the day. One injury required hospitalization.

In one of the 200cc heat races, Bob House went down hard and another rider hit hit as several others went down in the same place.

The ambulance attendants thought Bob had a broken shoulder, so he was taken to the hospital.

Bill Cook (Maico), Ed Herrmann (Mon), and Gary Kapus (Kaw) have been the riders to watch in the 250cc and 360cc classes.

The three seem to take turns winning the mains and trophy dashes in these events.



ELSINORE, CAL., Jan. 10, 1971 — The Jackrabbits M.C. kicked off the new year with the first TT Scrambles point run and Scott Smith, J. Sprague and Charlie Hockie were among the Expert winners. Above, S. Sivadge holds off D. Mason during the 250cc Expert competition. Sivadge took second in this class. Report by Elaine Jones, photo by Manuel Burton. (Results on page 20.)

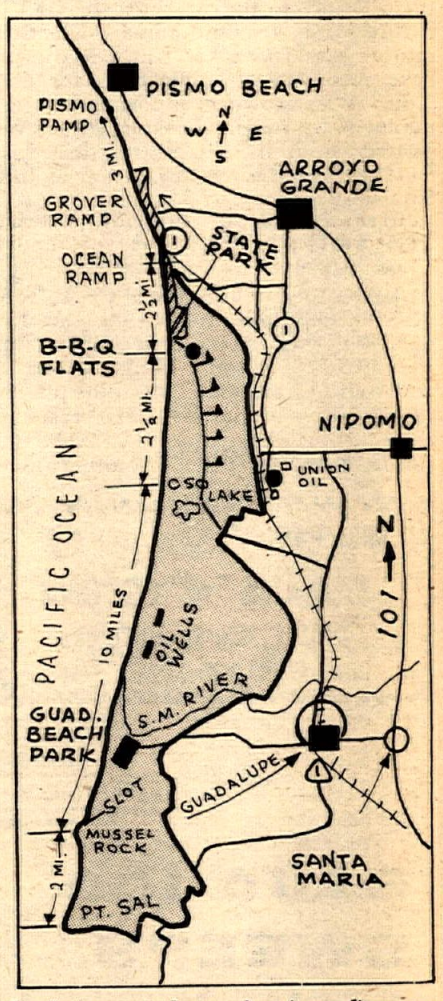
FLAG-UP FOR PISMO DUNES

If you ride your motorcycle on the sand dunes in the vicinity of Pismo Beach there are a few things you should be aware of in order to remain attractive, healthy and reasonably solvent. Bikes are welcome on the beach but racers are not. There are speed limits and those who break them are in for fines of up to $200.00. In really outrageous cases the officer can apparently issue an order for the vehicle to be junked.

Many people use the dunes but there is no real tax structure which can handle clean up and disposal of litter. Therefore it is up to each person who uses the area to help keep it clean. Their slogan is "If there was room to haul it in, there is room to haul it home."

In head-to-head contests between four-wheeled vehicles and motorcycles it has been our experience that the four-wheeled vehicle always win, and the loser is usually buried. The Pismo dunes are at best a dangerous place to ride. But if buggy and Jeep drivers can't see you, it's suicide. The way to be seen is attach a 12 foot whip to your bike with a flag on top. If you don't care for this idea, you are request to kindly stay away from the area. Bamboo whips are available at the dunes but it is much better to buy the spring mounted type which are intended for mobile short wave radio vehicles. Reasonable speeds and high visibility guarantee you a reasonable chance of survival.

A blazing bonfire on the beach is one of the best parts of the beach experience. But please don't burn the brush that you see around you. That brush didn't just happen; it was planted to keep sand from drifting in undesired locations. You can consider it sort of planned parenthood for sand dunes.



Shaded area of map is where flags are required on all vehicles, bikes included.

CYCLE EXPO '71

Jan. 29th-30th-31st

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PLUS: Cal Rayborn's "World's Fastest" Motorcycle Streamliner.

HOUSTON ASTROHALL

HOUSTON, TEXAS

Fri. 5p.m-1a.m. Sat. 12p.m.-1a.m. Sun. 12-6p.m.

General Admission: $2.00 — (With Discount Coupon: $1.50) — Children Under 12, With Parents, Free

SEE ALL THAT'S NEW FOR '71

Other Shows In The Series: CINCINNATI — FEB. 12th to 14th / DAYTONA (Plaza Hotel) MAR. 9th to 13th

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Racin' Around

NEW AMXT MANAGER

Bryan Kenney, second American in the recent Trans-AMA Motocross series, has been selected as the team manager for this year's American Motocross Team. Kenney is a veteran of European Racing and will be teaming up with Bob Grossi to compete in Europe. The AMXT needs continued support; donations should be sent to AMXT, Box 3276, Hollywood, Cal. 90028 and indicate if you do not need a patch.

NHRA DRAG NATIONAL

A two-day Drag National is planned for Irwindale Raceway on Feb. 20 & 21. Total prize money is up to $4700 with a $1000 chunk of that going to top Fuel Eliminator, $500 to Top Gas Eliminator and $250 to Competition Eliminator. Tech inspection starts at 8:30 Saturday morning with qualifying and time trials beginning at 11. The schedule for Sunday has after tech inspection and classifying and more qualifying, class eliminations at 10 and later all eliminations at 1. Fuel bike entry is $20, gas $15 and others $10. Entries after Feb. 15 are upped an additional $5. Admission is $3 per day and pit permit is $1 per day. For information and entry blank, write Irwindale Raceway Inc., Box 2165, Irwindale, Cal. 91706 or call Mel Reck (213) 969-1619 between 9 and 5 daily.

ORVI LOSES BATTLE

The San Diego City Council recently passed their own "blue-print" ordinance restricting the use of motorcycles on private property within the city's limits. The Off-Road Vehicle Institute (ORVI) was the main opposition but was unable to sway the near unanimous decision. When Mayor Curron was asked about the problem of where the kids might ride, he responded, "What about them?" and cut the subject there. ORVI reports that by mid-January all the motorcycle dealers in San Diego will have membership applications for the group. With growing support and larger numbers of people backing it, ORVI plans to continue the fight against this and other oppressive legislation in the San Diego area.

TOP TWO REPEAT

Jack Morgan and Terry Clark, top desert trail bike riders, successfully defended their one and two plates for the 1971 season. Morgan barely managed to hold off Clark in the points race as the pair ended the '70 season a mere 10 points apart, 2820-2810. Cordis Brooks was the only other rider to accumulate more than 2000 points as he picked up 2010 during the year. Scott Hailslip was the highest placing Amateur with 1071 points and William Becker's 343 total placed him at the top of the Novices. In the battle for top club honors, the Buzzards M.C. was triumphant with a team total of 5508 points. The Prospectors M.C. took second with 5470, and the Invaders M.C. was third with 5325.

RESCUE 3 DRAWING

S.C. Badher of Costa Mesa walked off with the top award, a 1970 Yamaha Mini Enduro, in the drawing held by Rescue 3 at the Prospectors M.C. European Scrambles Dec. 13. Nancy Moore of Woodland Hills and Robert Lewis of Baldwin Park were winners of one case of FE Plus, two-stroke oil each. Winners of a carton of FE Plus Additive were Gary Preston (West Covina), Erra Van Sant (Hacienda Heights), Jim Gaslelon (Apple Valley), Dave Sullivan (La Canada), Dave Motter (Fullerton) and Gregg Symonds (Westlake Village). All winners who were not present at the drawing have been notified by mail. Rescue 3 thanks all those responsible for making the Mobile Command and First Aid Station a reality.

SCTA IS ALIVE AND WELL

Due to the involvement and subsequent resignation of the 1970 officers of Southern California Trials Association, a Salvation Committee was formed to reorganized. After much work by this committee, both with mailings and over the phone, a list of members indicating active participation was compiled. A meeting consisting of these people was held in December with the following outcome: SCTA would no longer be a sanctioning body; SCTA would be a family trails club sponsoring five ATA sanctioned rides in 1971 plus numerous family type club trials; SCTA will work with the other four prominent trials clubs in Southern California and the ATA on the calendar for 1971 as not to have any conflicting dates during the year. Officers for the next six months were elected as follows: President, Joe Goodson, Buena Park; Vice President, Gary Christian, Lakewood; Secretary, Diane Goodson, Buena Park; Treasurer, Carol Stone, Compton; Competition Chairman, Duane Stone, Compton; Competition Committeemen, Claude Moore, Santa Ana and Mark Miriani, Garden Grove; Public Relations, Dick Kaes, Lakewood. Four other points agreed upon are: 1.) Safe and sane trials for '71, 2.) Active membership participation, 3.) Open communications between all members and officers, 4.) An organization run by the members.

Prior members of SCTA or anyone interested in a Family Trials Club may contact SCTA, P.O. Box 6142, Buena Park, Ca. 90620.

AMA National Enduro Schedule

Russell March, Executive Director of the American Motorcycle Association, acting upon direction of the Competition Congress, has released the list of 1971 AMA sanctioned National Championship Enduro events.

This year's list includes 16 dates, however the Grand National Championship will be decided on a "best performance" basis. Each competitor's seven best performances will contribute points to his Championship standings. This method has been adopted because enduro riding is an amateur activity, paying absolutely no prize money. Therefore, many riders find it difficult to compete in all National events. With the "best performance" scoring method competitors may ride selectively in 1971.

AMA NATIONAL CHAMPIONSHIP ENDURO CALENDAR...1971

DATE	SPONSORING CLUB	LOCATION	MILE.	TITLE
Mar. 7	Georgia Cracker M.C.	Dalton, Ga.	100	Stone Mt. Nat'l Champ.
Mar. 11	Daytona 200 M.C.	Daytona Beach, Fla.	100	Alligator Nat'l Champ.
Mar. 21	Glass City M.C.	Delta, Ohio	100	Delta Nat'l Champ.
Mar. 28	So. Jersey Enduro Riders Assoc., Inc.	Whiting, N.J.	100	Curly Fern Nat'l Champ.
Apr. 24-25	Lonesome Pine Enduro Riders Assoc.	Abingdon, Va.	350 2 days	Lonesome Pine Nat'l Champ.
May 2	Mid-West Nat'l Enduro Riders Assoc.	Shelby, Ind.	150	Burr Oak Nat'l Champ.
May 9	Athens M.C., Inc.	Athens, Ohio	150	Buckeye Classic Nat'l Champ.
May 16	Stillwater Road Knights	Lake Carl Blackwell Oklahoma	175	Stillwater Nat'l Champ.
May 29-30	Pasadena M.C.	Greater Mojave Desert California	500 2 days	Greenhorn Nat'l Champ.
May 30	Enduro Riders Assoc. Inc.	Lake Hope, Ohio	250	Little Burr Nat'l Champ.
Sept. 11-12	Lansing M.C.	Houghton Lake, Mich.	400 2 days	Jack Pine Nat'l Champ.
Sept. 26	Meteor M.C.	Chatsworth, N.J.	150	Sandy Lane Nat'l Champ.
Oct. 3	Ill., Ind. and Ky. Enduro Riders Assoc.	Lynnville, Ind.	100	Black Coal Nat'l Champ.
Oct. 10	Wassuk Scramblers M.C.	Hawthorne, Nev.	100	Nevada Nat'l Champ.
Nov. 7	Foothill Hawks M.C.	Greater Mojave Desert California	125	Foothills Nat'l Champ.
Dec. 5	Calif. Enduro Assoc.	Greater Mojave Desert California	100	Calif. Enduro Riders Nat'l Champ.

MECHANIC COURSE

Rio Hondo College has announced the continuation of its evening class in motorcycle repair during the Spring Semester. In its second year the course, Small Engine Service 34B, is taught by David R. Lamoureux, 16 years a racing engine builder. The class is a two semester course and reward for completion is six college credits and a better-than-even-chance of finding a job in a bike shop. Upon completion of the course, the student receives a Certificate of Completion which states he (or she) "has completed 216 hours of training in small engine service." Beyond this, Lamoureux states that students who complete the course will be highly qualified mechanics. This is the second semester and the first semester, 34A, can be picked up in the fall. School address is 3600 Workman Mill Rd., Whittier, Cal., 90608. Phone: (213) 692-0921. Registration for all students is Jan. 25-28, 6-8:30 p.m. Fee is $3 per semester.

HINTS FOR INDOORS

The Western States Racing Association has a few hints for Southern California riders who plan to trek north to Reno, Nev., to race in the 10-event Indoor Short Track series it is promoting. The track surface is a shallow cusion on a D.G., sand and clay base and Pirelli tires seem the best bet for the front with a K-70, cut Pirelli on the rear. For 24-hour Nevada road conditions call 702/793-1313; chains may be required if snow or mud tires aren't on your car or truck. Positions on the line are determined by drawing. On the way up, hit all the Phillips 66 stations for gas and pick up the Harold's Club refund package; it's worth $4 (chips) and two drinks for each one you have; get a bunch and the trip is free. Tech inspection strictly enforces the "one brake only" rule so either have a compression release or a rear brake in operation if you use a brake. Only one class entry per rider. Watch Calendar for racing dates for the series.

LEAD IT OUT

Newly discovered tar and gum deposits in 2-cycle engines points to no-lead type gasoline as a suspect worth watch.

According to information gathered by Torco Oil Company in a recent survey — ingredients in non-leaded fuels may be responsible for stuck rings, varnished pistons and excssive blow-by.

Change in fuel compsotion might bring about carbon and varnish troubles that have never been encountered before in snowmobiles, motorcycles and A.T.V. engines.

No-lead gasolines are not yet proven performers in 2-cycle engines. The survey shows evidence that removing lead and increasing the aromatic-olefin content of gasoline could be the reason for failures from carbon and tar deposits in new engines still in warranty.

Technicians at Torco points out that no-lead fuels as they now exists have more potential deposit-forming elements than the chemistry of today's 2-cycle oil may be able to control, the survey reveals.

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TEXANS PUT ON BATTLING MOTO-X SHOW

By Dodie Stingley

LAKE WORTH, TEXAS, Jan. 11, 1971 – The third moto of the Open Senior was anybody's race with the likes of Anthony Jones, Wyman Priddy, Phil Snipes, Randy Altman and Ed Terrell in the lineup at Lake Worth Motocross Park.

Snipes jumped to the lead with Altman right behind him in second and Terrell third. Jones had some trouble on the takeoff and didn't get going until the others had already come out of the first very sharp turn. Halfway around the first lap. Terrell had taken over second and continued his charging so that he held the point and the end of the lap. On the second tour of the course, Snipes regained the lead when Terrell took a bad spill; he recovered nicely to maintain third.

Pushing hard again, Terrell, who has been racing in California recently, fought his way back into the lead again before dropping it at the identical spot he had earlier. This time, he fell back to fourth but managed to work up to second place behind Snipes when the checkered appeared. While the first two riders diced back and forth for the lead, Altman cruised in to take third; and that was how the class finished overall.

The first 250 combined Junior and Senior moto was one of the tightest of the day as Van Elam Jr. took the lead early and sped along for six laps in that position while being fought hard all the way by the rest of the pack close behind. One slip could have cost him quite a few positions but that slip never came and he took the win.

The next two motos were a different story as Kenny Ingram began displaying his great looking cross-ups while airborne over the jumps which netted himself enough overall points to take first on the Senior scoring sheets. Van Elam snagged second and Charles Eller collected a third. Terry Bradshaw did some fine riding and took top honors in the Junior class.

David Musick, who has come on strong during the last few weeks, continued to show his competitors around the course in the 125 Sr. class. This boy can really ride and it seems that once he gets out front, there is no catching him, even when some of the top riders in this area are in on the chase.

A large crowd turned out for today's set of races and they weren't denied the action or the weather as the temperature topped the 70 degree mark. The sun finally showed itself for the first time in many days, too.

(Results on page 20)

MANNING BUILDING NEW H-D RECORD BIKE

Dennis Manning, the young man who built the shell that helped Harley-Davidson set the new world speed record for motorcycles of 265-plus recently, is building a new shell designed to bump the record up over 300 mph. Goodyear is also designing new tires for the rash of m/c record attempts that are expected at Bonneville this year. Kawasaki has offered a flat $35,000 contingency prize for anyone who can set and hold the world m/c speed recrod with a Kawa, and it is rumored that Honda will also try to capture the "World's Fastest" title.

Groundshakers Impove H&H

By Don Weidknecht

LAS VEGAS, NEV., Jan. 3, 1971 – The Groundshakers M.C. sponsored the first event of the new racing season, a Hare and Hound from Moapa to Las Vegas, with 115 riders starting and 80 finishing. Many of the riders who rode Barstow to Vegas put it as being an "equal" only on a smaller scale as the race was only 80 miles in length. Due to the success of this race the Groundshakers plan on using this type of course for a yearly event.

Max Switzer was the overall winner riding a Husky 400, five minutes ahead of the second place ride.

The course was well limed and danger marked. The Groundshakers used a new type of danger marker. It was a stake four feet high with a pie plate with a fluorescent red circle painted in the center. This was then placed directly at the danger point. This makes it a lot easier in spotting the danger for the rider.

A new for this area was the opening of a 0-100 class. This is the first time enough riders entered.

The course crossed two paved roads where riders were required to stop, dismount and push their bikes across. These crossings were used as checks and the cars using these roads were given the right of way. Flagmen were at each crossing for the safety of the riders.

(Results on page 20)

Cyclesports' MX Showdown

By Janet West

HOUSTON, TEX., Jan. 3, 1971 – The bad weather and muddy track did not deter the riders nor the spectator as 154 bikes showed up to race, many of them from out of town, and a few from out of state. The track was in much the same condition that it was in for the Inter-Am held here at Cyclesports Park.

In the 125cc Expert class, David Musick arrived to show the local riders how to win, and he succeeded beautifully, winning a first in his class. Not to be outdone, Anthony Jones put on his own show in the 250cc Expert class to take a first over Houston's super-rider, Robi Holbert. Holbert had trouble when his handlebars broke, allowing Jones to come in first. However, Robi blasted back in the Open Expert class to wipe everyone out with startling speed to take first place as usual. Robi was in top form, and gave the spectators quite a thrill coming out the jumps with the throttle turned on and proceeding to slip and slide down the straightaways, never slowing down.

A new class, Intermediates, was run for the first time and the recent graduates of the Novice classes seemed to be quite satisfied with this class since it allows them a bit more time to gain speed and skill before riding with the big boys. Surprisingly enough, the riders in this class showed the spectators some pretty fancy riding. There was a constant battle between Robbie Esterlein and Vincent Villareal for first place, but Robbie cracked the throttle a bit more and took home the trophy. Mike Murski was the first place winner in the Open Intermediate class with seemingly not much competition.

The next race is a big one coming Jan. 31, featuring John DeSoto, and Dick Burleson.

(Results on page 20)

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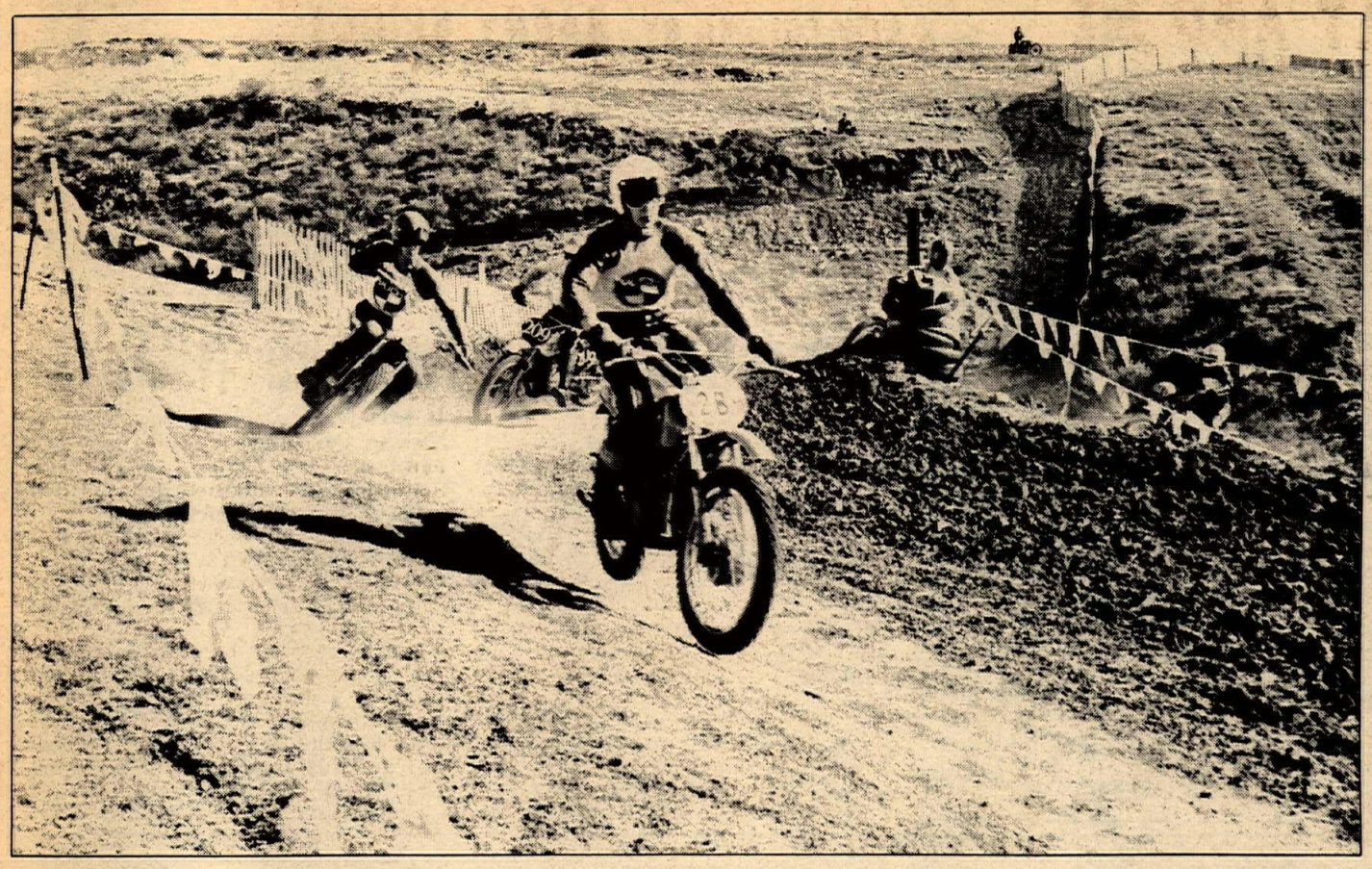


By Ron Szilagyi

IRVINE, CALIF., Jan. 17, 1971 — Experience can be a rugged and painful teacher. The California Motorsport Club in the year of 1971 is promoting motocross on (at present) three of the most demanding courses in California. These are: 2nd Sunday (every-month) Carlsbad; 3rd Sunday (E-M) Saddleback Park; and 4th Sunday (E-M) Osteen Park. The first Sunday's location is still under deliberation.

Jim Beauchamp, having been out of the racing picture for a couple of months, again tackled Puch factory riders — from Belgium, Harry Everts and Chris Gouveneur, in the 125 International and Expert combo.

Off the line Chris pulled out front, soon to be passed by teammate Harry. Jim held onto a solid third.

Jim zinged into the lead of the second moto, managing to hold off Chris until, within sight of the finish line, Jim bogged down in a sandwash, letting Crhis slip by. Then Jim got hung up behind a lapped rider and Harry just edged him out.

Harry won the final go and a 1st overall — followed by Crhis and then Jim with three thirds — 3rd overall.

The 125 Intermediates (scored separately), riding against the Experts had their own problems. Skip Porter, 4th overall in the first moto was well into a repeat by the second moto when he flip-flopped, breaking his fork crown, while crossing the finish line. Skip, hurting, went up and at 'em again, full bore — broken crown and all. He was well back at the finish, but with another 1st he could still win. A new crown was sent for and installed — in time for the third moto. Skip jammed in behind Jim Beauchamp, winning a fourth overall — 1st in his class.

Chris Jackson (125 Jr. Div. I) can testify to how elusive the gold can be. In all three motos he led the class for two laps or more and in all but the second, fell by the wayside. Wen Beckwith, in the first moto, moved from 5th to 1st — the second round Wen hled on to 2nd behind Chris. S. Hoeller, taking advantage of the groove and limited passing opportunity, held Bruce Wygal at bay, while Wen winged past seven riders. Wen moved into second to take the checker and a 1st overall.

Herb Shear (125 Jr. Div. 2) showed them around with two back-to-back 1sts and an easy 4th in the final round, 1st overall.

When one considers the 100cc class (Juniors) we have to remember — low power output and rider ability are key factors — one mistake can be costly — because of this points are spread quite thin. Dennis Peck won this class — and justly deserves it, too.

Dennis rodeoed into a 4th the first moto and a 2nd in the second moto behind Dale Buzza. The third moto found Dennis in 3rd. He went all out, pulled the stops and slipped into the lead just ahead of Dale, who ran out of juice ¼ lap from the end, giving Dennis a clear-cut overall win.

Bill Urban (250 Ex.) won all three motos, his Maico bellowing a perfect tune for a CZ mounted Jim Wilson to follow. Jim flew over the course in a style resembling a Hawaiian named John.

Wilson only carried off a 2nd in the 250 Ex. class, but made good in the 500 Ex.

George Harris, Jim Wilson, Ron Bunn, Chuck Minert was the order of finish for the first round. Harris blew his engine in the second. Ron Bunn was early off the line, Jim and Chuck close behind. Jim eased by Ron, leaving Chuck Minert (who clearly out-rode them) to hound Rom for a passage he would never find.

Jim led the final moto (Chuck followed in a comfortable 2nd, Ron 3rd). But Ron still was second overall behind Jim — and just ahead of a rugged veteran, Chuck "Mr. BSA" Minert.

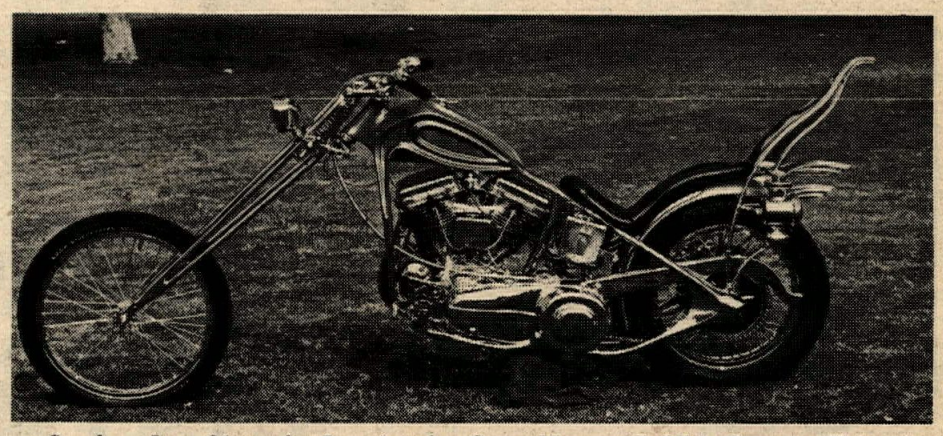
The 250 Intermediates have to be about the best-matched, in skill and machinery, that I have ever seen. Morris Malone had a slight point lead, at the end of the second mot, over Frank Rowe. Frank had a 2nd in the first round.

In the second, FRank took over the lead on a downhill chanelling into a sandwash, but missed the groove and dropped to 8th. He worked his way into 5th before the finish but knew the final moto would decide. Frank led the whole shooting match lap after lap, hounded by Terry Gabriola who managed to get by and cool Frank's Ossa. Terry was no threat points wise — and the 2nd place gave Frank a 1st overall.

The CMC promotes the finest spectator events in southern California. The riders, mostly Juniors, supply the competition. Next week will be the second race of the Steen's Metisse trophy series — see you at Osteen's.

(Results on page 20)

L.A. CHOPPER SHOW JAN. 31



Sunday, Jan. 31 at the Los Angeles Great Western Exhibit Center will be the year's first custom motorcycle show — 80,000 sq. feet of custom trikes, bikes and accessories. Among the main features are Ed "Big Daddy" Roth's trikes, Dick Allen's Cobra powered 3-wheeler, bikes from U.S. Motorcycles, Silver Bike, Custom Cycle Engineering, Littlejohn, J&J Cycles, Rodg Davis and many more. The show opens to the public at 9 a.m. and trophy time is 6 p.m. This one day show is the premier of the semi-annual indoor custom bike shows to be held at the Great Western Exhibit Center at Atlantic Ave. and the Santa Ana freeway. Public admission to this sneak preview will be $1.50 per person, kids under 12 fifty cents, and scouts and servicemen in uniform will be admitted free. Everyone is eligible for the door prizes which are a mini bike and suede jacket.

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SPEEDWAY AND ME — A NEW COLUMN BY BARRY BRIGGS

Sometimes I get to wondering what this speedway business is all about. It's tough on the human frame, tiring on the mind and a constant onslaught on the nervous system. And the permanent risk and danger involved never comes home more clearly than when a buddy is caught up in a fatal track accident.

The element of danger hit me fairly and squarely between the eyes just a few weeks back when Aussie star Gordon Guasco died following a crash. Apart from being a nice guy, Gordon was a fine rider — a top star in the British League and virtually unbeatable around the big Australian bowls.

He lived for speedway — and ultimately, he died for it. It took a little time for his passing to really sink in — and once it did, the same old niggling worries kept running through my mind. Is it worth it? Should life be so full of risks? Is it fair on my wife June and our kids Gary and Tony?

I never actually got around to answering my own questions. Once the impact of Gordon's sad passing had faded a little, I just got on with the job of racing. Let's face it, it's the only thing I know! So why do I race?

Well, for a start, I'm a born competitor. Secondly, I'm crackers about motorcycles. Put the two together, and it stands to reason that I just have to race. It's a natural instinct as far as I'm concerned — the same sort of drive that makes people want to climb mountains or test new aircraft or go to the moon.

Money? Well, that comes into it too. The lolly is not all important, but I can't deny that speedway has given me a lovely home in Southampton, complete with swimming pool, sauna bath, a miniature golf course and all sorts of other luxuries that I never even dared to dream about during my childhood in Christchurch, New Zealand.

But when it comes to the bit, I suppose the biggest factor that drives me on is a compelling need to win. Second best isn't good enough — I have to be up there in front. Some people say this is professionalism, but in plain, everyday words, it simply means that I hate being beaten! And when I am, I do everything possible to insure that I do better next time out.

Being the top man at your job is a great feeling — a feeling I know well since I've won speedway's World Championship on four occasions. That's a statement of fact, not an expression of egomania. It's also true that I've won just about every other major trophy in British and European speedway at some time or other. And now that speedway is on the up and up in America, I'm aiming to pick up some silverware here, too!

Mind you, it isn't going to be easy, because what you know as speedway in the States is vastly different from British racing. Take the tracks, for example. The most successful Stateside center is at Costa Mesa, where racing takes place on a tight 180-yard circuit.

Now compare it with the English scene, where tracks vary between 300 and 420 yards long on average. The smallest is at Crayford (Kent), a Second Division circuit which is fractionally under 300 yards long. This season, former British champions Halifax will race on a new 448-yard track — the biggest in First Division racing.

Quite obviously, a rider has to adapt his style considerably to tackle a tight little track like Costa Mesa, but the principle remains the same. To be honest, I always enjoy myself at Costa Mesa — it's a little strange first time out, but once you get used to it, everything is fine.

Back home, I have to adapt my style from week to week in order to fulfill all my commitments. From Monday to Saturday — every week between the beginning of April and the tail-end of October — I ride for Swindon in the First Division of the British Speedway League. It's a tough competition

4-time World Champion Barry Briggs. Photo by Dennis Greene.

involving 19 clubs from all over England, Scotland and Wales.

Every Sunday, I fly off to the Continent — occasionally for legitimate speedway meetings in Germany, Poland, Czechoslovakia and throughout Scandinavia, but more often than not for long-track meetings on either sand or grass surfaces. These tracks are usually about 1,000 meters long, and require a totally different technique to speedway.

Now and again, I dabble at scrambling and trials, and I've also had a go at ice racing, which is very popular in Sweden and Russia. This is speedway on ice, except that broadsiding is out of the question since you gain complete traction with the ice via two-inch spikes in the front and rear wheels. If you reckon it sounds frightening, just take my word for it — it is!

All things considered, my whole life is bound up in racing motorcycles. Neither the engine capacity nor the shape or style of the track really concerns me too much. Just give me a bike, lead me to a track and I'll have a go — it's as simple as that.

Which brings me back to the American scene. Real speedway meetings here are few, so I'm trying my hand at other forms of racing. I've already had experience of indoor short dirt track (Houston), and this year, I'll be racing on short-track concrete surfaces for the first time on a 250cc machine. It's something new as far as I'm concerned — but don't be fooled into thinking that I'm coming here totally unprepared!

When I first got to hear about these concrete tracks, I put down a short circuit on some waste land at the foot of my garden in Southampton and got the Yamaha people (who sponsor me in the States) to send me over a 250 machine. After a lot of work, I got the surface of my practice track bone hard — not unlike concrete — and then spent several weeks getting the hang of things and generally annoying the neighbors.

Sometime this year, I aim to do some long-track racing in the States — on concrete circuits over ½ mile and mile raceways, too. Again, something new to me — and again, I'll be prepared. Yamaha have sent me an exciting new 650cc engine, which is at present in my Southampton workshop being fitted into a specially-constructed frame.

I'm told the engine will top 130 miles an hour, which sounds pretty wild. Then, if all goes well, I'll have a go at the Stateside long tracks during the summer months.

I'm going to be commuting to America quite a lot this year — and coupled with my British League commitments, weekend sand and grass track meetings in Europe, international matches, big trophy meetings behind the Iron Curtain and World Championship meetings all over the

(Please turn to pg. 23)

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Jan. 17, 1971
OFFICIAL

SR. G.P. CLASSES
50cc CL. I
Richard Siefried Hon
50cc CL. II
Ed Kelly Tar
Hans Bertelsen Mon
100cc
Jim Evans Kaw
Don Anselm Pr Spec
Stan Wegner Yam
Phil Thompson Suz
Bob Colborn Kaw
James McWorthy Suz
125cc
Chief Galbraith Pr Spec
Dick Carlson Suz
Phil Thompson Yam
Rudy Galindo Yam
175cc
Dan Guinn Hon
Mark Revels Hon
200cc
Jim Damron Oce
Bob Nelson Bri
Moe Conserriere Bri
250cc
John McGillivray Yam
Ron Pierce Yam
Jerry Greene Yam
Jerry Christopher Yam
Alan Thompson Yam
Steve Mallonee Yam
Mike Hurt Yam
Rudy Galindo Yam
Tom White —
Jim Evans Kaw
Mark Revels Yam
350cc
Howard Lynggard Yam
Dave Damron Kaw
John Isaacs Yam
Bob Nelson Kaw
John Weed Kaw
Jeff Sperry Yam[
500cc
Walt Fulton Kaw
Dave Damron Kaw
Dan Hanebrink Kaw
Ron Pierce Suz
OPEN
Steve McLaughlin Hon
John McGillivray BSA
JR. G.P. CLASSES
100cc
Kent Rockwell Kaw
John Serra Kaw
Peter Kushdillian Bri
125cc
Garry Lucas Hon
175cc
Dan White Bri
Bruce Martin Bri
200cc
Wes Cooley Gre
Carl Murray Suz
Phil Martinez Suz
250cc
Loyal Penn Yam
Phil McDonald Yam
Perry Bennett Oce
Tom Milligan Duc
Steve Kill Oss
350cc
Stan Johnson Yam
Tom Page Kaw
Roger Glickman Yam
500cc
John Gallagher Hon
John Serra BSA
OPEN
Brent Thompson BSA
LIGHTWEIGHT PROD.
50cc
Lonny Singer Mon
125cc
Phil Thompson Yam
175cc
Mark Revels Hon
Bruce Martin Bri
200cc
Jim Damron Suz
Bob Nelson Bri
Carl Murray Suz
Phil Martinez Suz
HEAVYWEIGHT PROD.
250cc
Jerry Christopher Bul
Jim Damron Suz
Tom White —
Adam Pollack Bul
Steve Kill Oss
350cc
Mike Wozniak Yam
Dave Damron Kaw
Tom Page Kaw
Gay Corns Yam
Bob Nelson Kaw
500cc
Dick Kilgroe Kaw
OPEN
Steve McLaughlin Hon
John McGillivray BSA
Geo. Kerker Nor
Aaron Martenson Nor

TT SCRAMBLES
Elsinore, Cal.
Jan. 9, 1971
By Lorri Lee
MINI
D. Pettit Yam
D. Nicol Yam
L. Peterson Yam
POWDER PUFF
L. Fuller Kaw
K. Bochert Kaw
V. Conley Kaw
100 NOV. NOV.
M. DuBont Kaw
D. Johnson Kaw
D. Ray Kaw
125 UP NOV. NOV.
L. Pickens Hus
K. Holm Yam
J. Rees Bul
100 NOVICE
J. Allison Yam
B. Smith Kaw
P. Campbell Suz
R. Drummond —
A. Pettit Yam
125 NOVICE
D. Nicol Bul
J. Haslewood Bul
S. Young Yam
D. Muirhead Yam
D. Ray Yam
200 NOVICE
R. Roderick Oss
P. Yrigollen Bul
250 NOVICE
P. Yrigollen Bul
M. Lund Bul
B. Morse Yam
R. Goade Bul
T. McHugh Kaw
350-500 NOVICE
W. Sharp Hus
K. Miller H-D
100 EXPERT
R. Morrison Kaw
D. Remp Suz
125 EXPERT
R. Morrison Kaw
D. Daigh Kaw
250 EXPERT
M. Hagoski Oss
S. Sivadge Yam
350-500
V. Hannon Tri
R. Vanderpool BSA
R. Gino Yam
SPECIAL
R. Vanderpool BSA
M. Hagoski Oss
V. Hannon Tri
SWEEPS
R. Vanderpool BSA

MOTOCROSS
Lake Worth, Texas
Jan. 11, 1971
By Dodie Stingley
125 JR.
Ronnie Williams Yam
Bill Calpin Mai
Richard Presley Pen
125 SR.
David Musick Sac
Terry Dunn Pen
Sam Menefee Pen
250 JR.
Terry Bradshaw Yam
Randy Haws C-Z
David Sinclair —
250 SR.
Kenny Ingram Mon
Van Elam, Jr. Suz
Charles Eller Oss
OPEN SR.
Phil Snipes C-Z
Ed Terrell —
Randy Altman Mai
TROPHY DASH
Anthony Jones C-Z
CONSOLATION
Jerry Boren Yam

WINTER SCRAMBLES
Woodland, Wash.
Jan. 10, 1971
By N.A. Williams
100cc TROPHY DASH
Don Dodge Kaw
A MAIN
Jim Curtis Kaw
Don Dodge Kaw
Don Blatchford Kaw
B MAIN
Ron Denney Yam
Allen Mundt Kaw
Vic Anderson Hod
C MAIN
Steve McCabe Kaw
Rick Waters Kaw
D MAIN
Gary Fisher Kaw
200cc TROPHY DASH
Don Dodge Kaw
A MAIN
Ron Denney Bul
Don Dodge Kaw
Jeff French Bul
B MAIN
Jim Seldon Yam
Charlie Brown Kaw
Joe McCoy Kaw
C MAIN
Ted Webber Hon
Tim Neal Yam
D MAIN
Dave Egli Yam
250cc TROPHY DASH
Gary Kapus Kaw
A MAIN
Bill Cook Mai
Ed Herrmann Mon
Gary Capus Kaw
B MAIN
Brad Murray Mai
Brian Mosley Yam
Dave Bennett Mon
C MAIN
Jim Curtis Bul
Walt Drake Hus
D MAIN
Robby Ohge Kaw
360cc TROPHY DASH
Bill Cook Mai
A MAIN
Ed Herrmann Mon
Bill Cook Mai
Keith Dunn C-Z
B MAIN
Dave Bennett Mon
Dod Mohr AJS
C MAIN
Keith Crimin Yam
OPEN MOTOCROSS
Keith Dunn Hon
Don Hopkins Hon
Duane Ellingson(tie) Tri
Ron Brown (tie) Tri

RED MOUNTAIN, CALIF.
San Bernardino M.C.
Jan. 17, 1971
By Ron Schneiders

TRAIL BIKES

1.	2	Terry Clark	Ex
2.	898	Jack Stonsifier	Am
3.	9	Steve Fortner	Ex
4.	8	Jim Sumner	Ex
5.	25	Al Lund	Ex
6.	840	Steve Goldberg	Nov
7.	213	Mike Hayes	Am
8.	148	Craig Forney	Am
9.	650	Roger Oien	Nov
10.	499	Mike Johnston	Am

OVERALL

1.	1	Whitey Martino	Ex	Hus
2.	177	Rich Thorwaldson	Ex	Ric
3.	6	George Walker	Ex	Kaw
4.	187	Larry Mahoney 1st Open	Am	Mon
5.	124x	Wes Anderson Jr. 1st 250	Ex	Yam
6.	C.B.	Jack Knabel	Am	
7.	5x	Phil Bowers	Ex	
8.	7x	Dick Camp	Ex	
9.	300M	Tom Muto	Ex	
10.	639x	Duffy Hambleton	Ex	
11.	58	Joseph Kulek	Ex	
12.	176m	Wm. Saltzman	Am	
13.	32x	Gary Preston	Ex	
14.	940cx	Craig Krede 1st 250	Am	
15.	6x	George Zuber	Ex	
16.	389mx	Ken Buckspan	Am	
17.	37	Gene Dempsey	Ex	
18.	38	Barry Bubar	Ex	
19.	8x	Gary Griffin	Ex	
20.	14	Howard Utsey	Ex	
48.	482m	James Hill 1st Open		Nov

MOTOCROSS
Oak Creek Ranch
Jan. 17, 1971
By Ken Beach
POWDER PUFFS
Kathy Hubbard Bul
Mary Brooks Hod
Joyce Soyka Hon
100 JR.
Steve Haag Yam
Len Liston Hod
Cory Fishman Hod
125 JR.
Ray Lopez Ric
Tony Delatorre C-Z
Steve Nutter A-E
125 SR.
Wayne Garrett Uam
Don Elmer Ric
Tim Lund Bul
250 JR.
Steve Oliver C-Z
Gary Whitehead Hus
Tim McDonald Ric
250 SR.
Jim O'Neil C-Z
Bob Hershey AJS
Ron Nelson Mai
OPEN JR.
Steve Rauch C-Z
Larry Lee Hus
Roland Anderson Mai
OPEN SR.
Bill Payne Mai
Bob Messer Mai
Dennis Keetes Hus

MOTOCROSS
San Antonio, Texas
Jan. 10, 1971
By Joanne Peters
0-100
Mike Rau Hon
Glenn Griffin Hon
Carl Davis Hod
Rex Easley Hon
101-125
Richard Cunningham Yam
Bruce Miller Yam
John Israel Yam
Vernon Shade Bul
126-260
Frank Puples Yam
Mike Bhekley Yam
Tony Bowan Bul
Robert McKinley Yam
200-250
Robbie Esterlien Hus
Ray Tallo Suz
Kurt Mottwieler Yam
Roy Peocher Hus
PRO 125 CLASS
Steve Stackable Yam
Dan Forkey —
Don Oates Yam
PRO 250 CLASS
John Longhlin Hus
Joe Dilorenzo —
Dave Dismakes —
PRO OPEN
Mark Carboni Hus
Bob Howard Hus
Scott Elliott —

ICE RACE
Lakewood, Colo.
Jan. 3, 1971
JR. CLASS
(14 and under)
Lyne Wright
125 CLASS
Eugene Sass
Tom Nickell
Dick Southwell
250 CLASS
Robert Webster
Wayne Sturn
Mike Willett
OPEN CLASS
Scott Harris
Dick Schaefer
Lonnie McBride
175 3rd WHEEL CL.
Eugene Sass
Walt Jantz
Gerald Cameron
OPEN 3rd WHEEL CL.
Bernard Burdett
Walt Jantz
Fred McGlochin

MOTOCROSS
Cyclesports Park
Houston, Tex.
Jan. 3, 1971
By Janet West
100cc NOVICE
Rex Easley Hon
Tim Kelly Pen
Dubby Gross —
250cc NOVICE
Terry Bradshaw Yam
Tim Symons —
Bobby Robertson —
125 INTER.
Robert McKinley Sac
Bill Calpin Mai
Larry Korry Pen
OPEN INTER.
Mike Murski Hus
Bobby Helms Hus
John Wooley C-Z
125cc EXPERT
David Musick Sach
Fred Hanna Pen
Mike McFarland Bul
OPEN EXPERT
Robi Holbert Hus
Richard Crain Hus
Bob Graham AJS
0-125cc NOVICE
Bill Green Yam
Bruce Miller Bul
Richard Presley Pen
OPEN NOVICE
Russel Allen AJS
Bobby Wilson C-Z
Lee Trent Suz
250cc INTER.
Robbie Esterlein Hus
Don Rainey Hus
Vincent Villareal Hus
250cc EXPERT
Anthony Jones C-Z
Bob Graham AJS
Greg Graham C-Z

HARE & HOUND
Groundshakers M.C.
Las Vegas, Nev.
Jan. 3, 1971
By Don Weidknecht
1st OVERALL
Max Switzer Hus
TROPHY WINNERS
NOVICE
0-100
Bob Smith Suz
Craig Angione Suz
Don Dalton Hon
101-125
Danny Davis Sac
Chuck Rush Yam
Jeff Branson Sac
126-250
Jeff Joyce Yam
Mike Terlizzi Hus
Robert Blaxton Suz
251-OPEN
Frank Hayes Hus
Billy Conn Yam
Bill McDaniel Hus
AMATEUR
101-125
Lee Mayse Bul
126-250
Arc Rider Hus
Rex Frehner Oss
251-OPEN
Pat Freil Mail
Bob Mikluski Hus
EXPERT
0-100
Dink Wilders H-D
101-125
Ken Cameron Yan
126-250
Dutch Cunningham Oss
251-OPEN
Max Switzer Hus
Paul Harber Hus

TT SCRAMBLES
Elsinore, Cal.
Jan. 10, 1971
500 NOVICE
D. Rich Mai
D. Karschner Hon
W. LaCounte Bul
E. Parker Yam
B. Pryor H-D
500 OPEN AM.
P. McDonald Mai
M. Hannon Tri
R. Gino Yam
D. Davis Bul
B. Hosford Mai
650 OPEN EX.
J. Sprague Ric
V. Hannon Tri
G. Scott Tri
B. Manley Nor
R. Powell Tri
500 EXPERT
S. Smith Yam
C. Minert BSA
R. Marquis Hon
B. Goff H-D
J. Connolly Gre
650 NOVICE
J. Sperry Tri
T. Heard BSA
R. Kouns Mat
J. Young Tri
T. Sanborn Nor
POWDER PUFF
L. Fuller Kaw
K. Buckert Kaw
E. Long Kaw
D. Connolly Hod
J. Schamel Yam
50cc MOTO AM/EX/NOV.
J. Kavanaugh Jr. Suz
R. Bell Suz
R. Sexton Yam
D. Hopkins Yam
G. Edge Suz
100 NOVICE
R. Milner Kaw
J. Coleman Kaw
D. Edge Kaw
M. Laney Hod
D. Remp Suz
100 AM/EX.
W. Whisenant Kaw
R. Morrison Kaw
B. Sanders Kaw
B. Farmer Kaw
S. Willoughby Kaw
125cc NOVICE
B. Hosford Yam
R. Dobbins Yam
S. Young Yam
S. Okuda Yam
R. Doyle Yam
125cc AM/EX.
L. Bird Yam
R. Bailey Yam
P. McDonald Yam
D. Daigh Yam
P. Lambert Yam
175-200 AMATEUR
J. Mudd Bul
F. Baldozier Bul
D. Frauenberger Bul
T. Goodman Bul
A. Harmon Hon
175-200 EXPERT
C. Hockie Oss
C. Soderstrom Bul
J. Lewis Bul
D. Dobbins Yam
D. Voll Bul
250 NOVICE
B. Hosford Yam
M. Lund Bul
T. Flynn Bul
R. Smith Bul
T. Stanford Bul
250 AMATEUR
M. Myers Yam
H. Cheetwood Bul
L. Gino Bul
C. Smith Mon
T. Dell Oss
250cc EXPERT
C. Hockie Oss
S. Sivadge Yam
C. Burt Bul
V. Hannon Kaw
T. Longwith Oss.
Jackrabbit Trophy Presentation will be held Feb. 20, 1971, 9143 E. Compton Blvd., Bellflower, at 8:00 p.m.

RESULTS

SCTA TRIALS
Hemet, Calif.
Jan. 3, 1971
By Dick Kaes

KIDS CLASS	
Kelly Miriani	9
AM-ULTRA LTWT.	
Glen Henry	115
LIGHTWEIGHT	
Ray Liers	60
Claude Moore	69-13
Carol Stone	69-11
EXPERT	
John Schulz	47
MASTERS	
Don Lawrence	31

EUROPEAN SCR.
Bushmasters M.C.
Dec. 13, 1970
Official

NOVICE TRAIL
J. Hill
K. Hayes
D. Modesett
T. Harris
J. Martin
M. Cartledge
H. Gallegos
R. Jensen
D. Bernard
E. Cook
W. Wessels
J. Sample
C. Litton
T. Widick Jr.
V. Eyre
C. Billiet
G. Gallaugher
S. Esteran
S. Cohen
C. Kloek

SILENCERS
EXPANSION CHAMBERS
HONDA PIPE
Bassani Manufacturing
(714) 630-1821
1164 C FOUNTAIN WAY, ANAHEIM CALIF. 92806

Coast-to-Coast
NEWSPAPERS SELL THE MOST!

HARE SCRAMBLES
Cycliers M.C. 5th Annual
Bakersfield, Calif.
Dec. 6, 1970

		*Trophy
*Dennis Keefe	Hus	Open-Ex
*Mike Keen	Hus	Open-Ex
*Evan Davis	Hus	500 Nov
*Carl Nelson	Mai	Open-Ex
*Daryl Hall	Hus	500 Nov
*Bob Campbell	Hus	500 Am
*Robert Rogers	Kaw	250 Nov-Ex
Glen Colby	Mai	500 Am
*Dick Harvey	Mai	500 Nov
*Jay Bellach	Hus	250 Nov-Ex
*Roy Winters	Hus	250 Nov-Ex
*Larry Graham	Mon	500 Am
Jack Monger	Gre	500 Am
Jim Colvert	Hus	500 Am
Charles Curnutt	Hus	500 Am
*Larry Harvey	Yam	250 Nov-Ex
Gene Chandler	Yam	250 Nov-Ex
Darell Brassfield	Hus	250 Nov-Ex
*Rad Spurlock	Yam	125 Am-Ex
*Tim Smith	Hus	500 Nov
Wayne King	Yam	250 Nov-Ex
O.D. Urvan	Hus	500 Nov
*Tom Davis	Sac	125 Am-Ex
*Mase Royon	Yam	500-Open-Ex
David Hill	Hus	500 Nov
Marvin Schafer	AJS	500-Open-Ex
Norman Enderle	Tri	500-Open-Ex
Jim Smoot	Oss	250 Nov-Ex
Hal Jackson	Mai	250 Nov-Ex
Bob Webb	Hus	500 Nov
Larry Albert	C-Z	500 Nov
James Ferguson	C-Z	250 Nov-Ex
Allen Ralls	Bul	250 Nov-Ex
Dillon E. Cook	Mai	500 Nov
*Michael Damaso	Pen	125 Nov
*Alex Sisk	Hon	100 Nov
James Selvage	Yam	250 Nov-Ex
Bryan Klock	Yam	250 Nov-Ex
Tom Stockstill	Hon	100 Nov
Norm Wiles	Hus	500 Nov
Bryon Davenport	Hus	500 Nov
Ed. W. Cravens	Yam	250 Nov-Ex
*Jim Tucker	Yam	125 Nov
John Mansfield	Mon	250 Nov-Ex
David Wilson	Mai	500 Nov
Richard Martin	Yam	125 Nov
George Gorman	Kaw	250 Nov-Ex
*Lonnie F. Nash	Sac	125 Am-Ex
Don L. Winkler	Yam	125 Nov
Milton Minder	Mon	250 Nov-Ex
Kevin Kuhn	C-Z	500 Nov
Alvin D. Jaenicke	Yam	125 Nov
Vincent Foster	Bul	125 Am-Ex
Carol Davis	Sac	125 Am-Ex
T.D. McCollum	Bul	500 Open-Ex
Richard Misener	C-Z	500-Open-Ex
Rick Zimmerman	Sac	125 Nov
Wesley Horton	Tri	Open Nov
Leo Fedena	H-D	100 Ex
Harold Noell	Yam	125 Nov
Paul Fedena	H-D	100 Nov
Eugene Wyatt	Sac	125 Nov
Gary M. Williams	Hus	500-Open-Ex
Neil MacDannald	Mon	500-Open-Ex
Norman Johnson	Yam	250-Nov-Ex
Don Aardema	Suz	250 Nov-Ex
Jack Martin	Suz	100 Nov

HARE & HOUND
5th Annual Comstock — Nevada Trailblazers, Dec. 6, 1970

Overall	Class	Mach.
Doug Harrison	1st Novice	Mai
William Onga	1st 100-250 Am-Ex	Hus
Glen Clinton	1st Open Am-Ex	Yam
Kurt McKinny	2nd 100-250 Am-Ex	Sac
John Taylor	2nd Open Nov	Hus
Carl Roderick	2nd Open Am-Ex	Mai
George Caussials	lst 250 Novice	Yam
Gary Collard		Pen
Hawley Slayton	2nd 250 Novice	Bul
Don Searingen	lst 100 Novice	Hon
Billy Houston	3rd Open Novice	C-Z
Bob McGarry	3rd 250 Novice	Oss
Tony Austin		Oss
Mernie Irwin	4th Open Novice	Bul
Barry Cragon		Gre
Ray Ruppel	lst 125 Novice	Sac
Eugene Nunes	2nd 125 Novice	Pen
Gerald Diaz	4th 250 Novice	Bul
Bill Manly Jr.		Hus
Joe Pyle		Sac
Ken Pulver		Mai
Ted Johnson		Hus
Derek Wright		Bul
Robert Pellum	3rd 125 Novice	Sac
Gary Sullivan		Bul
Charles Recasens		Tri
M. Peterson		Yam
David E. Bloomfield		Sac
Alan Hanson		Bul
Roger Heath		Bul
Bill Manly Sr.		Hon
Donald Sproull		Gre
Bart McMurray		Hon
Emil Renati		Bul
Rick Carlson		Sac
Gerald Debely		Gre
Chuck Rodrick		Pen
Don Falloon	2nd 100 Novice	Hod
Bill Daane		Bul
Don Fisher		Sac
R.L. Gabbert		Yam
Michael McCabe		Hus
Bob Kuam		Bul
Jerry Rego	3rd 100 Novice	Hon
Milton Holloway		Gre

HRA MOTOCROSS
Huntington Beach, Cal.
Jan. 10, 1971
By Gary Schmythe

100 NOVICE	
Dale Walter	Sac
Troy Hollis	Suz
Joe Ruffine	Hod
Jack Riggi	Hod
Bryan Justice	Hod
Jon Wagner	Hod
Steve Mansfield	Hod
125 NOVICE	
Scott Hoffee	Bul
Richard Bellamy	Yam
Kit Malone	Yam
Greg Messick	Yam
Ross Maeda	Bul
Bob Hansen	Yam
250 NOVICE	
Gary Wickam	Yam
Scott Hoffee	Bul
Ross Maeda	Mai
Bill Gonzales	Yam
Gary Wells	Hus
Greg Messick	Yam
OPEN NOVICE	
Gerry Young	Hus
Frank McNab	BSA
Mike Stoner	Mai
Rick Remelin	Hus
Larry Kapp	C-Z
Bob Madden	C-Z
100-125 X	
Eddie Cole	Ric
Terry Bilton	Dal
Frank Ching	Yam
Ernie Hendricks	Sac
Russ Duronslet	Yam
Fred Baun	Bul
250 X	
Greg Wickam	Bul
Bill Barker	Oss
J.L. Siebrandt	Gre
Dick McCormic	Oss
Mike Bast	AJS
Marshall Jennings	Bul
OPEN X	
John Rice	Mai
Bill Messer	Mai
Eddie Cole	Mai
Keith Skoug	C-Z

CMC M-X
Saddleback Park
Jan. 17, 1971
By Ron Szilagyi

100 JR.	
D. Peck	Hod
D. Montgomery	Hod
D. Shear	Bul
D. LaPorte	R-M
125 JR. DIV. I	
W. Beckwith	Sac
S. Hoeller	Yam
B. Wygal	Bul
C. Jackson	Pen
125 JR. DIV. 2	
H. Shear	Bul
K. Snyder	Bul
K. Noordman	Bul
B. Porter	Bul
125 JR. DIV. 3	
Bob Jeffries	Bul
D. Donato	Sac
P. Carden	Yam
S. Hinrichs	Pen
125 INTERMEDIATE	
S. Porter	Bul
R. Seymour	Yam
T. Croft	A-E
R. Myers	Bul
125 EXPERT	
H. Everts	Puc
C. Gouveneur	Puc
J. Beauchamp	Sac
B. Brooks	Yam
250 JR. DIV. I	
Tom Snyder	Oss
P. Penland	Mai
P. Bauerlein	Hus
B. Linton	Oss
250 JR. DIV. 2	
S. Schutte	C-Z
R. Merickle	Mai
R. Roche	Bul
E. Popelka	Mon
250 INTER.	
F. Rowe	Oss
T. Shumate	C-Z
M. Malone	AJS
P. Pfeifer	C-Z
250 EXPERT	
B. Urban	Mai
J. Wilson	C-Z
D. Smith	Mai
B. Maynard	Mai
500 JR.	
R. Britton	C-Z
G. Erl	Mai
B. Coates	C-Z
500 INTER.	
R. Brown	Mai
A. Anders	Bul
B. Rhoades	Hus
R. Perry	AJS
500 EXPERT	
J. Wilson	C-Z
R. Bunn	C-Z
C. Minert	BSA

DISTRICT 38
1970 FINAL POINT STANDINGS
By Bob Grant

OPEN EXPERT	
Gene Fetty	1374
Scott King	1147
Mono Fox	872
Bob Grouleff	696
J. Stansbeary	582
Lewis Baker	485
Joey Jackson	406
Ken Renick	390
Bob Rodine	346
Niles Ussery	336
250 EXPERT	
Curtis Smith	911
Armond Caprio	806
Gay Braudaway	796
Ron Stacy	676
Randy Hodges	666
Terry Brown	623
Gary Askins	507
Dick Como	483
Larry Slaughter	383
Ron Thompson	366
125 EXPERT	
Eddie Foland	637
Rick Vesco	541
Howard Henderson	463
Ron Bailey	373
Roccy Tuggle	371
John Hettinger	361
Bob Silverthorn	262
E. Crippa	255
Harry Hayes	232
Bob Frauenberger	222

MOTOCROSS
Huntington Beach, Cal.
Jan. 17, 1971
By Gary Schmythe

100 NOV. RACE 1	
Joe Ruffino	Hod
Jack Riggi	Hod
Brian Justice	Hod
David Downing	Hod
125 NOVICE	
Rick Sappington	Pen
Jeff Kable	Pen
Bill Blyth	Pen
Kit Malone	Yam
Ray De Winter	Yam
250 NOVICE	
Gary Wells	Hus
Gary Wickam	Yam
Rod Cowell	Oss
Tom Gross	C-Z
Bill Reese	Mai
OPEN NOV/EX.	
Mike Stoner	Mai
Bob Madden	C-Z
Rick Remelen	Hus
Tim Uschyk	Hus
Larry Kopp	C-Z
EXPERTS	
Mike Myer	C-Z
Carl Cotton	C-Z
100-125 X	
Ray Sloppy Jr.	Hod
Derek McLeesh	Yam
McDougal	Yam
Bill Henderson	Yam
Dick Frampton	Bul
250 X	
Greg Wickam	Bul
J.L. Siebrandt	Gre
Bill Barker	Oss
Larry Furu	Jaw
Eric Olesen	Bul

RMTA TRIALS
Denver, Colo.
Dec. 27, 1970
By W. Wagner & S. Suess

EXPERT		
G. Neigenfind	Mon	22
E. Schultz	Mon	25
B. Brokaw	Mon	26
W. Wagner	Mon	39
SEMI-EXPERTS		
D. Hedwall	Oss	45
D. Bruner	Bul	46
D. Bottoms	Mon	50
R. Bright	Mon	55
B. Webster	Mon	57
J. Gibbs	Bul	59
W. Jantz	Mon	60
NOVICES		
D. O'Brecht		12
R. Bensberg		27
J. Harvey		32
J. Lucas		33
B. Williams		34
L. Fischer		40
D. Garcia		43
D. Trock		46
M. Mosbarger		49

RMTA 1970 CHAMPIONSHIP RESULTS

1. G. Neigenfind	Mon
2. B. Brokaw	Mon
3. W. Wagner	Mon
4. H. Hauptman	Mon
5. E. Schultz	Mon

TROJAN SPEEDWAY OFFICIAL RESULTS
Jan. 15, 1971
By Eddie Smith

100 TT	
Bob Sanders	Kaw
Tom Horton	Kaw
Mark Revels	Kaw
Tom Doty	Hon
Steve Okuda	Kaw
Roy Widener	Kaw
125 TT	
Bob Sanders	Kaw
Gregg Cunningham	Yam
Bob Byars	Hon
Tom Horton	Kaw
John Corbett	Yam
Steve Young	—
250 TT	
Ron Powell	Bul
Bob Doornbos	Bul
Tom Horton	Mon
Doug Macon	Bul
Gregg Cunningham	Yam
Dan Corbett	Bul
100 FT	
Bob Sanders	Kaw
Kirk Redding	Kaw
Wayne Whisenant	Kaw
Steve Okuda	Kaw
Mark Revels	Kaw
Tom Doty	Hon
125 FT	
Bob Sanders	Kaw
John Corbett	Bul
Mark Revels	Kaw
Steve Young	Yam
Rick Doyle	Yam
Robby MacEwen	—
250 FT	
Dan Corbett	Bul
Bob Sandors	Bul
Ron Powell	Bul
Tom Horton	Mon
Chris Smith	Mon
TROPHY DASHES	
100 TT	
Bob Byars	Hon
125 TT	
Bob Sanders	Kaw
250 TT	
Bob Doornbos	Bul
100 FT	
Bob Sanders	Kaw
125 FT	
Dan Corbett	Bul
250 FT	
Dan Corbett	Bul

HARE SCRAMBLES
Greyhounds M.C.
Lancaster, Cal.
Jan. 16-17, 1971
By Dave Swift

SATURDAY	
100 CLASS	
Don Eide	Hod
Monte Lee	Hod
Dennis Willis	Hod
Gary Wingate	Kaw
John DeRose	Sac
Scott McDonald	Hod
125 CLASS	
Gerald Herrera	Yam
Bob Ramage	Yam
OPEN CLASS	
Tom Clodt	Hus
Jim Drake	Hus
John Kaplan	Hus
Richard Harmon	Hus
Ralph Florka	Hus
Wade Roh	Bul
Gus Paull	Hus
Art Bartle	Hus
SUNDAY	
100 CLASS	
Monte Lee	Hod
Don Eide	Hod
Paul Stanush	Hod
Ron Taylor	Bul
Earl Crain	Hod
Val Morris	Ric
Lee Eide	Hod
Terry Krug	Pen
125 CLASS	
Jeff Martin	Yam
Stan Fleming	Bul
Bob Ramage	Yam
Chuck Woody	Yam
Bill Preston	Yam
OPEN CLASS	
Tom Clodt	Hus
Jim Drake	Hus
Nate Sciacqua	Yam
Gus Paull	Hus
Frank Malis	Yam
Jay Settani	Yam
Steve Pack	Yam
Jack Klauschie	Yam
Sandy Wade	Yam
Phil Stranske	Yam
Carl Weitzel	Yam

1970 DIST. 37 ENDURO POINTS STANDINGS
By Bill Adams

1. Gene Burcham	517
2. Bob Steffan	444
3. Lyle Taylor	401
4. Dave Evans	348
5. Bill Ocheltree	266
6. Dick Brunson	250
7. Barry Keenly	218
8. James Crow	206
9. Jack Hein	197
10. Bud Howseman	191
11. Bob Nickelsen	181
12. Joe Kulek	175
13. John Murrin	175
14. Roy Sheridan	166
15. Richard Murray	161
16. Mike Burke	160
17. Mike Patrick	151
18. B. Hacks	150
19. George Zuber	142
20. Walt Baehr	139
21. Mil Green	133
22. Ed Farrell	131
23. Jim Corning	130
24. Tom Maxwell	120
25. Mike Sterling	120
26. P. Williams	120
27. Lloyd Cox	114
28. Dale Eckhardt	112
29. Dave Ekins	111
30. Steve Freeland	109
31. Ron Bishop	105
32. Rich Ruffell	102
33. Steve Staats	100
34. Dennis Gildehaus	92
35. Jim Ahlefeld	91
36. Don GAry	90
37. J. Morris	90
38. Ken Lewis	87
39. Eddie Day	86
40. Neal Gilleran	86
41. Bob Moll	86
42. Pete Bogardus	84
43. Tom Muto	80
44. Don Oakley	80
45. Ron Zink	80
46. Bob Ewing, Sr.	72
47. Phil Turgasen	72
48. Dick Chase	70
49. B. Kawell	70
50. B. Reen	70
51. Joe LaPorte	66
52. Jeff Heninger	65
53. Butch Konler	65
54. Jack Shook	65
55. Larry Freeman	63
56. Tom Center	60
57. Skip Hetrick	60
58. Mitch Mayes	60
59. Larry Roesler	60
60. Bill Wightman	60
61. Bill Watson	58
62. Jack Byers	55
63. Neil Fergus	55
64. Mike Griffith	55
65. Earl Roesler	54
66. Bob King	50
67. Tom Miller	50
68. Gary Sowell	50
69. Marvin Parry	45
70. Preston Petty	45
71. Lars Larson	44
72. Dean Goldsmith	42
73. Dick Smith	42
74. Max Bubeck	41
75. John Calvert	40
76. Joe Brickner	36
77. Mike Maginn	36
78. Vance Griffith	35
79. Jon Thomas	32
80. Gary Calkins	30
81. Bob Hall	30
82. Ernie May	30
83. Russ Omey	30
84. Buck Smith	30
85. Curtis Crivelli	29
86. Paul Leos	29
87. Harry Egbert	26
88. Bill Boice	25
89. Al Hillan	25
90. J. Clark	24
91. Paul Hunt	24
92. Bill Messer	24
93. B. Glover	23
94. Anthony Furtando	22
95. Larry Haley	22
96. Darrell Ower	22
97. Mitch Truesdale	22
98. George Green	21
99. Rex Hopkins	20
100. Butch Nelson	20

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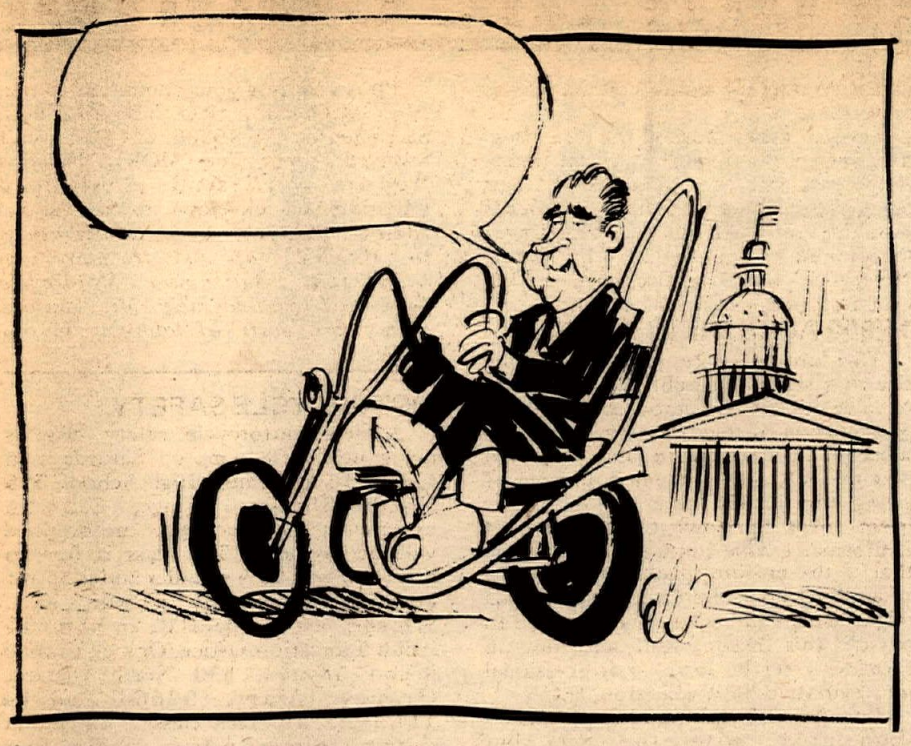

Well, gang, so you've been waitin' and waitin' to show us again the humorous side of your brain. Dig in, cuz here's your chance. Just fill in the balloon coming from You-Know-Who's mouth and send in the original (or an unreasonable facsimile) to FINISH THE FUNNY, c/o Cycle News, 2499 Cerritos Ave., Long Beach, Cal., 90801. For the funniest collection of readable words, we'll award one engraving of Abraham Lincoln found on a $5 bill. Send it in now before your friends steal your idea. Deadline for entries is midnight, Sunday, January 24, 1971.

scramblin' around

By Maureen Lee

Part of my column got cut last week due to space so I'll have another go at wishing all of you a Happy New Year before I pull my soap box out of the closet plus my suit of armor and battle axe and advance to the front. Sure would have been nice if 1971 could have started without so much controversy but it didn't. So now this column has developed into a sort of "observer-at-large" type thing, here goes!

Our favorite "Aunty" the AMA is up to it again, aren't they, passing things over the will of the majority and behind their backs. Go and dig out last week's issue and read Mert Lawwill's letter and Neil Keen's guest editorial on the Voices page...both of these men explain what the whole situation is, and frankly, it stinks.

Briefly, the riders wanted the national numbering system to remain as it always was, and the Congress voted not to consider a change, yet, showing the will of the riders each Congressman represents. What happens? The 1-99 points thing went into effect because a change had been decided earlier, and nobody told the Congress. Neat, eh? All very hush-hush.

We know changes have to happen and some of them none of us like but we put up with them because they improve the sport. But this deal? Huh uh! If I'm on vacation 2000 miles away from Ascot Park, see there's a race being held and trot on over, there was a special kind of feeling in finding your seat and checking the numbers of the riders lining up. No. 59, hey Skip's here...No. 10, so's Neil...there's No. 33 Bailey...and No. 2, Bugs. Those and all the other 99 numbers belong to a man until he retires them and even then some of us still see a number like 98 and forget the bike hasn't got Joe Leonard on the seat. This was the feeling the riders had, wanted and voted for but didn't get.

Not wanting to start total warfare on this thing but still being one who refuses to become part of a herd of sheep I'd like to see all the national number boys tell Aunty to go to...and all show up at the first national of the year with their old numbers on. Wouldn't that be something to see? But getting a bunch of racers to all stick together is just about impossible, there's always one or two that will fink out.

How about the raise in AMA membership? In one way, it's a good deal with the insurance benefits. Over the years we've seen too many sporting riders get hurt or even worse putting themselves and their families in bad trouble because they didn't have any personal insurance and couldn't afford it. Now they're covered and no one can ever have too much insurance when you get in a real bind! But in another way, this is mandatory. We know of a few chaps who are wealthy enough to have all the insurance they could possibly want in the world, some are even in the business, but they are still going to get socked with that seven dollar tab. Me, I'm going along with it because there are a few people around who just might sneak up behind me with a hatchet at a time I don't have my suit of armor on!

Onto motocross. Worthington has decided that only 100 members will be issued to Class C riders. Well, it they can explain to me how a system like that is going to produce an American World's Champion I'll buy it. It sounds more like they're trying to throttle the sport back. Ah well, "life ain't all you want, but it's all you 'ave, so stick a geranium in your 'at and be 'appy", (old English saying).

Hope most of you got down to see the Long Beach show, it was excellent. Sometimes those things turn into dud but this one was great. Only trouble was we all came home wishing for a million dollars so we could buy what caught our eye, just some of the equipment would be a Norton production road racer (marvelous) a 250 A-Jay, the new 350 Triumph, a Micro Metisse for scrambles (all even of 'em, and hopes look dim on some of those) and that grogeous little Saracen trials machine. Hmm, maybe I'll buy myself a Sammy Miller hat and give it a go.

Indian

SCALPS YAMAHA!

In its first appearance, the new Indian Super Scrambler defeated the Yamaha Mini Enduro and took first place in all three heats at Saddleback Park on Sunday, January 10th.

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(Continued from page 2)

MOTOCROSS by Feather River M.C. at Marysville, Cal., under "E" St. Bridge, AMA sanct. 3 No. plates required, $2 to watch, $4 to ride, late signups $5. Signup & practice 7-10, race at 10:30. Trophies, prizes, Mini Moto. Info: (916) 742-7785, 743-5282.

MOTOCROSS at Deadman's Point in Apple Valley, Calif. All classes. Practice at 8, race at 10. $2 entry, $2 race entry for members, $2.50 non.

EUROPEAN SCRAMBLES by Sled Riders M.C. at the Soggy Dry Lake limed from Lucerne. AMA sanct., Dist. 37 pts. $3.25 entry, 20% trophies. Sign up Sat. night and Sun. morning. Big bikes at 8. Info: (714) 879-8362.

SCTA TRIALS limed 7¾ mi. E. of San Juan Capistrano on Hwy. 74. Gates open at 7, signup at 8, riders meet at 10, start at 10:30. ATA sanct. Info: (714) 828-6705.

THURSDAY, FEB. 11

FIRE, POLICE DAY at Saddleback Park; rain date Feb. 18. Discount with ID. Bike rentals, overnight camping, opens at 8 a.m. Info: (714) 639-5832, 492-9597.

SAT. & SUN., FEB. 13-14

HARE SCRAMBLES, St. Valentine's Day, by Checkpoint M.C., on Interstate 15 to Central Barstow Offramp, 15 mi. S. of Barstow on Barstow Rd. AMA sanct. Dist. 37 pts. $3.25 post entry. 2 40-mi. loops. Jr/Ex. start at 10, Nov. at 10:15. Info: (213) 421-9619, 941-1077.

SUNDAY, FEB. 14

HIGH MOUNTAIN ENDURO by CAl Poly Penguins starts 7 mi. N. of San Luis Obsipo, limed from Santa Margarita. Mail entry only opens Jan. 5 and closes Jan. 12. $5 entry, $3 additional for team (3 riders). 0-125/250/Open. First rider leaves at 8:01. First 500 by postmark only. Write: Cal Poly Penguins, ASI Box 111, San Luis Obispo, Calif., 93401.

VALENTINE HARE SCRAMBLES by Checkpoint M.C. limed from Vegas Fwy in Barstow. AMA sanct., Dist. 37 pts. Start at 10, camping OK, two 40-mile loops. Info: (213) 421-9619.

CMC MOTOCROSS in Steen's [illegible]sse Trophy MX Series at Carlsbad. [illegible] entry to Box 1402, Costa Mesa. [illegible]26 closes five days before event. $ [illegible] entry. Signup closes at 9:30, race at 10.

NO POST ENTRY

MOTOCROSS by Rough Riders M.C. of Hayward at Carnegie Cycle Park. Info: (415) 581-1256, 447-9027.

MOTOCROSS by Humboldt Hustlers M.C. at Garberville MX Park, 8 mi. S. of Garberville at KOA Campground; 4 race series. Gates open at 8, signup/pract. 9:30-10:30, race at 11. $2 signup/pract. 9:30-10:30, race at 11. $2 to ride or watch, under 12 free. Info: (707) 923-2529, 923-2615.

ACA ROAD RACE at Willow Springs. $8 mail entry plus $1 class fee ato ACA, 106 N. Claudina Suite 312, Anaheim, 92805 closes Feb. 9. $15 post. Pits open at 8, race at noon. All Jr. & Sr. GP & Prod. classes. '71 ACA license req. Info: (714) 774-3222.

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. $3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

DRAG NATIONAL at Irwindale Raceway. Time Trials and qualifying Sat. and Sun. morning, eliminations Sun. afternoon. Entry: $20 fuel, $15 gas, $10 other before Feb. 15; add $5 additional after 15th. $3 admission. $4700 purse. For entry blank write: Box 2165, Irwindale, Cal. 91706. Info: Mel Reck (213) 969-1619.

MOTOCROSS by Pathfinders M.C. at Dunlap Cycle Park. Mail $3 entry to Earl Taylor, 4942 E. Grant, Fresno, Ca. 93727 closes Dec. 10, $5 post. Practice at 8:30, race at 10:30.

ICE RACING by Dusters of Colorado Springs at Rainbow Falls Park between Woodland Park and Deckers. Signup closes at 10:30, race at 12:30. $2 entry, SRAC points. 125/175/250/Open — 3rd wheel 125/Open. No chains or studded tires. Info: (303) 633-9840, 473-3277.

MOTOCROSS at Deadman's Point in Apple Valley, Calif. All classes. Practice at 8, race at 10. $2 gate entry, $2 race entry for members, $2.50 non.

ACA MOTOCROSS at Carlsbad. $5 mail entry plus $1 class fee to ACA, 106 N. Claudina Suite 312, Anaheim 92805 closes Feb. 16. $10 post. Pits open at 8, race at noon. All Jr., Inter. & Sr. classes. '71 ACA license and 3 No. plates req. Info: (714) 774-3222.

TROPHY PICK UP

Your trophy pick-up $1.00 per week. Send to Cycle News.

JANUARY 13, 20, 27, 1971 at 8:00 p.m.
FOOTHILL HAWKS MC — Trophies for Jackass Enduro held at Red Mountain may be picked up at 503 Whittie Blvd., Montebello. Info: (213) 728-5764.

FRI., FEBRUARY 5th
Dist. 37 annual awards night, Trophy Presentation, Chevron City Elks, 11160 Washington Place, Culver City. Starts 8 p.m. — Band, Beer, Goodies. Info: Call (213) 398-6180

FEBRUARY 6, 1971
ACA BANQUET — Royal Coach Inn in Anaheim.. Road Race, Motocross, Short Track & TT, Pertpetual Team Trophies, Tuner Trophies, Rookie Riders, etc. Dinner. Info: (714) 774-3222 or 106 No. Claudina Suite 312, Anaheim.

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m.o.r.e. from the capitol

By Russ Sanford

GAINS EXCEED LOSSES

Starting a new year always causes me to reflect upon the happenings of the past year: a form of mental calculation of the pluses and minuses. For me, personally, 1970 has been a very good year. More than ever beore, I am consumed with a sense of satisfaction for all of the good things which have happened. And the good things happened not by chance, but because you, the California motorcyclists, have made them happen. You have stood up for your cause, faced your oppostion, and made your needs known. You have done this with compassion and logic and have avoided the more common and contemptible forms of protest and demonstration. You have learned to use 'the system' and to make it work in your behalf.

Certainly, we have suffered a few set-backs, but our gains far exceed our losses. And I am especially pleased with the image which we motorcyclists are creating. That of responsible persons who are respectful of the rights of others. It is little wonder that I am so please with 1970. Thank you!

POINT MUGU IMPORTANCE

As was announced some time back, a public meeting was held in Oxnard regarding the development of Pt. Mugu as a State Recreational Area. Included in those plans, were the development of a motorcycle riding area of approximately 100 acres and about 5 miles of trails.

I attended that meeting as did a large number of other morotcyclists. One thing which became readily apparent to all of the hundreds of persons present, was that the motorcyclists (to a man) presented logical arguments and never "lost their cool" in spite of frequent heckling. On the other hand, all of those present were rather apalled at the tantrum-like, immature and illogical behavior of those who opposed the inclusion of motorcycling facilities. I believe that the general public is beginning to have some second thoughs about the "established image" of motorcyclists.

In any event, the Department of Parks and Recreation must have heard our message, because at the time of this writing, a motorcycle area is still in the plans while many other planned recreational facilities have since been omitted.

There are many who feel that a measly 100 acres and 5 miles of trails are hardly worth the trouble of defending. But we must not lose sight of the fact that this is our foot-in-the-door. Our very first, precedent-setting opportunity to have the State of California recognize our needs in the form of action, as opposed to words on paper. And let me assure you that this is important.

Several times during the Pt. Mugu discussion, non-motorcyclists made statements to the effect that their organization recognized that our needs should be satisfied, but not at Pt. Mugu! Director Mott countered by by saying, "Everyone wants a firehouse in the neighborhood, but not next door!"

11,000 ACRE RIDING AREA?

The furor over Pt. Mugu, if nothing else, has served to publicize our needs. As a result of our good showing and presentation of logical arguments, I was subsequently contacted and informed that the U.S. Government is desirous of giving the 11,000 acre site of Camp Irwin (near Barstow) to the State of California. I have been given to believe that if the motorcyclists want this area as a riding area, the State of California might accept the offer. I volunteered to pursue this matter and am now in contact with our congressional representatives in Washington, D.C.

I need your help! I am not personally acquainted with the area but understand that it has very definite possibilities. Certainly, some of you have ridden there or near there. Is this an area which we want for our own? If not, I'll tell them to "forget it." If so, let's get it!

Please address your comments to me, c/o M.O.R.E., P.O. Box 26062, Sacramento, Ca. 95826. If you haven't received your free MORE Progress Report yet, send a stamped self-addressed envelope to the above address. *Editor's Note: Contributions to M.O.R.E. of $1 or more are requested. California Motorcycle Enthusiasts should help Mr. Sanford defray the costs of lobbying in our behalf.*

MOTORCYCLE SAFETY

A new motorcycle safety class is being held at 8 a.m. on Saturdays in room 316 at Orange High School, 525 North Shaffer, Orange, Cal. No experience is necessary; motorcycles will be provided. The class is free to boys and girls 15½ or older and is $5 for adults. Registration is with M.A. Schrader at Orange H.S. or with the Adult Education Office, Orange Unified School District, 370 North Glassell, Orange, Cal., 92666, phone 714/532-3301. This class is an aid in getting a learner's permit or a class four license for riding a motorcycle.

ACA AWARDS FEB. 6

The ACA will have its annual Awards Banquet on Feb. 6 at the Royal Coach, 1015 Ball Road, Anaheim, Cal.

SPEEDWAY AND ME

(Continued from page 19)

place, I reckon I'm set for a busy time.

Still, no complaints. You must have gathered by now that in spite of all the dangers, the problems of traveling and the almost permanent lack of adequate sleep, I'm still as enthusiastic about motorcycle racing now as when I first started almost 20 years ago.

In future editions of this newspaper, I'll be recalling some of the things that have happened during those 20 eventful years — happy times, tragic moments and all stops in between. I'll tell you about the drama of a World Championship Final, the behind-the-scenes nervous tension that is a part and parcel of modern speedway racing.

And at the same time, I'll take a close look at the speedway scene in Britain and throughout the continent so that you can keep abreast of current events and eventually understand the workings of speedway racing on the other side of the Atlantic.

I'm convinced that speedway in America will grow in popularity, and present indications are that some time during the Roaring Seventies, the U.S. will once again emerge as a major power in the truly international sport of speedway racing.

DEPT. OF CORRECTION

As many readers have already noticed, the points listings headed "Final Dist. 37 Motocross Point Standings" in the last issue were not the final lists, but the standings as of October, 1970. We shall print the final standings when they are compiled.

In last week's issue of CYCLE NEWS, reference was made in the Ascot Half-Mile report that Kenny Roberts had won the state Novice TT championship two weeks earlier. Our mistake. The actual winner was Gary Scott and Roberts took second. Can't win them all, ya know.

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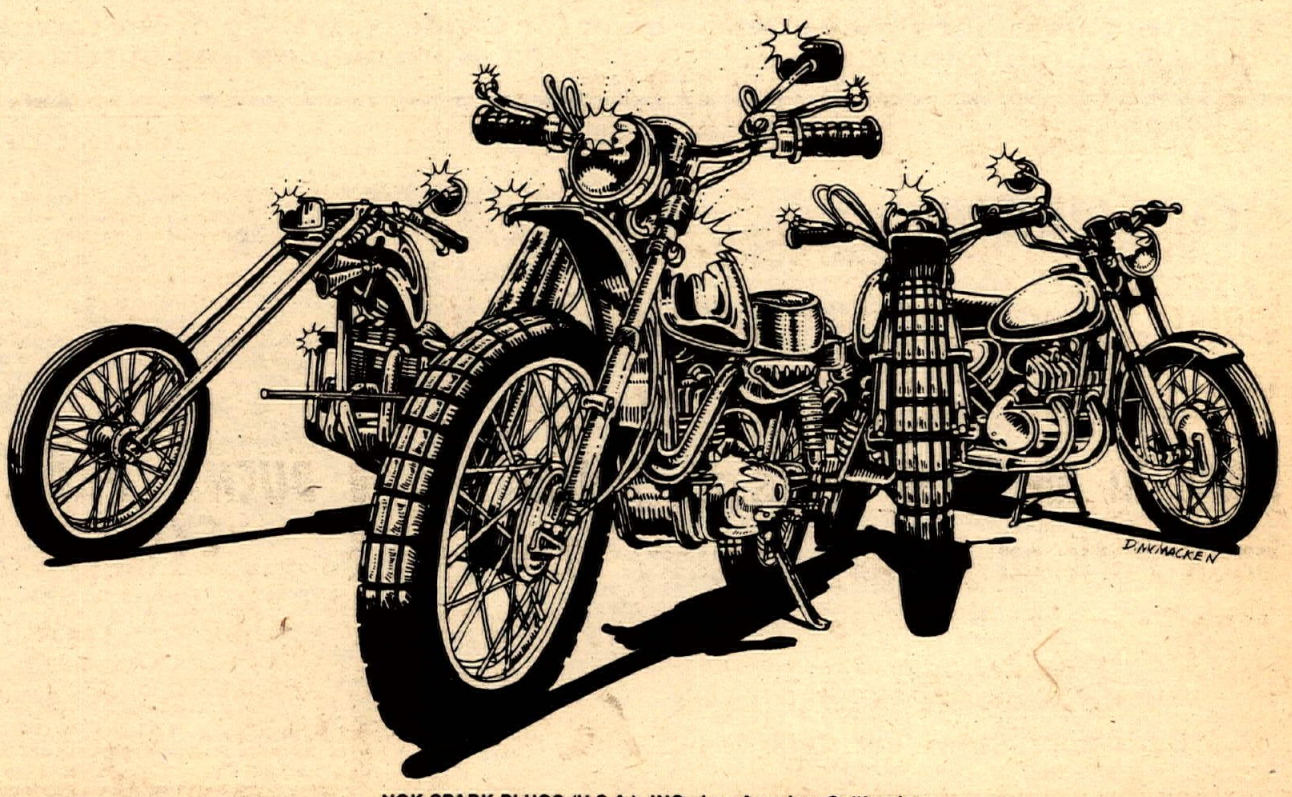

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NORTH *(Continued from page 11)*

For the Experts, three of the traps were downhill to uphill loops on a 30 degree pine needle covered slope. By the end of the first round, the needles had been displaced to present the riders with glare iced off camber turns. But the most difficult trap was a 50 yard long climb up a 40 degree rock slab covered by loose, basketabll-size rocks, pea gravel, and a series of one to two foot high steps. Several lines were closed by the basketballs as the event progressed, forcing the riders to seek new routes and causing numerous crashes and uncontrolled wheelies that in two cases proved that, given a chance, a trials bike will climb into a tree.

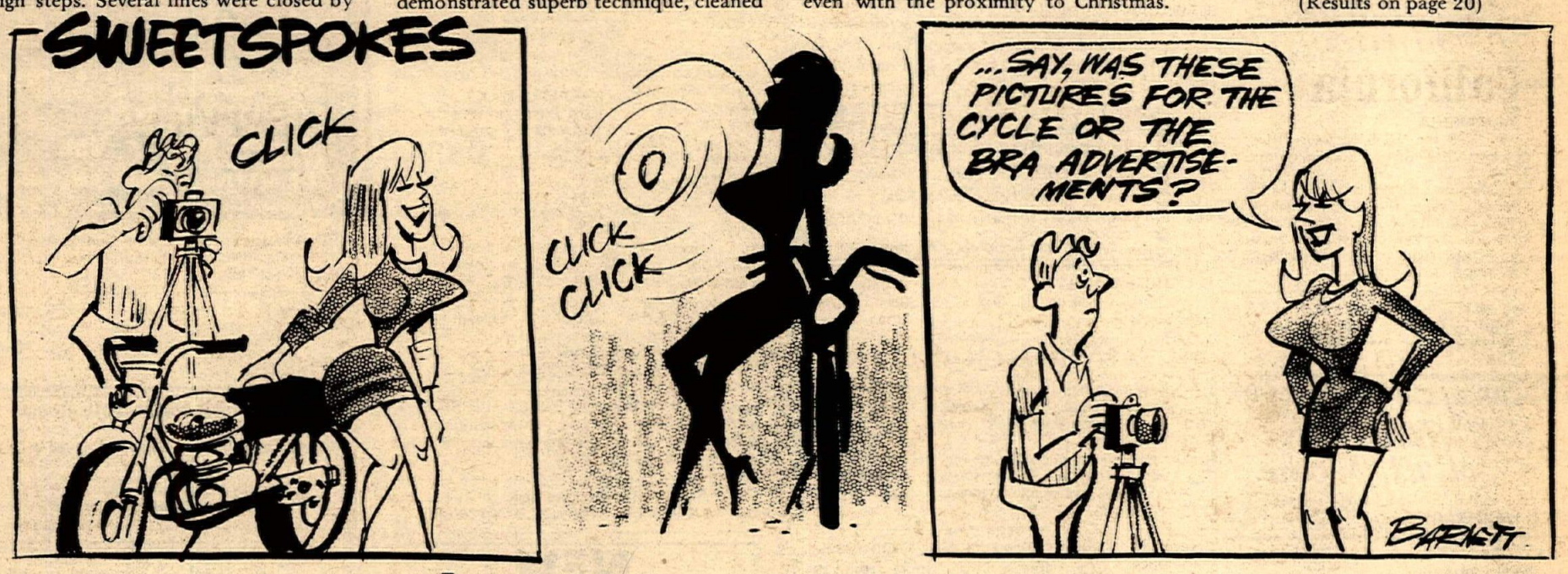
E. Schultz (Mon) finished early with 25 marks, followed by Brokaw with 26. Neigenfind had 22 marks and one ride left up the rock. The event and the championship hung on his performance in the single ride. Going for broke, he demonstrated superb technique, cleaned the trap, and won it all. Picking up the final medal for the Experts was W. Wagner (Mon) with a 39.

Semi-Experts, riding with the Experts, were topped by D. Hedwall (Oss) with 45, succeeded by D. Bruner (Bul), D. Bottoms (Mon), R. Bright (Mon), B. Webster (Mon), J. Gibbs (Bul), and W. Jantz (Mon), in a class with a large turnout.

The Novices, competing in the cool morning, had another large turnout, even with the proximity to Christmas. The winner here was D. O'Brecht with a very low 12 marks. He was distantly followed by R. Bransberg with a 27, and J. Harvey with a 32.

The area in which the trials were held is particularly nice, and has now been used three times. The owners of the Inn allow free use of their ample and rugged property, and in turn supply a ready place for refreshments and a good warm fire after the meet. We look forward to the next event at this location.

(Results on page 20)



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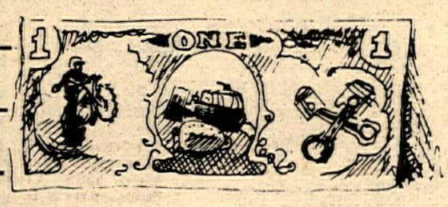

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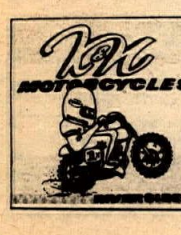
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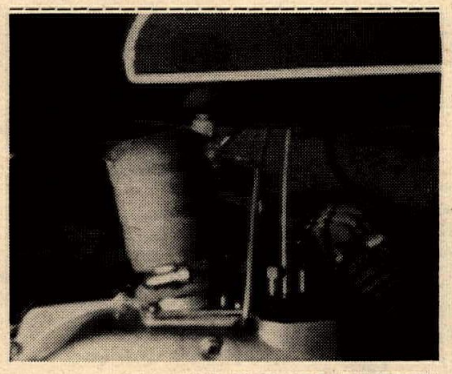

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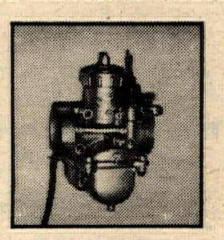

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